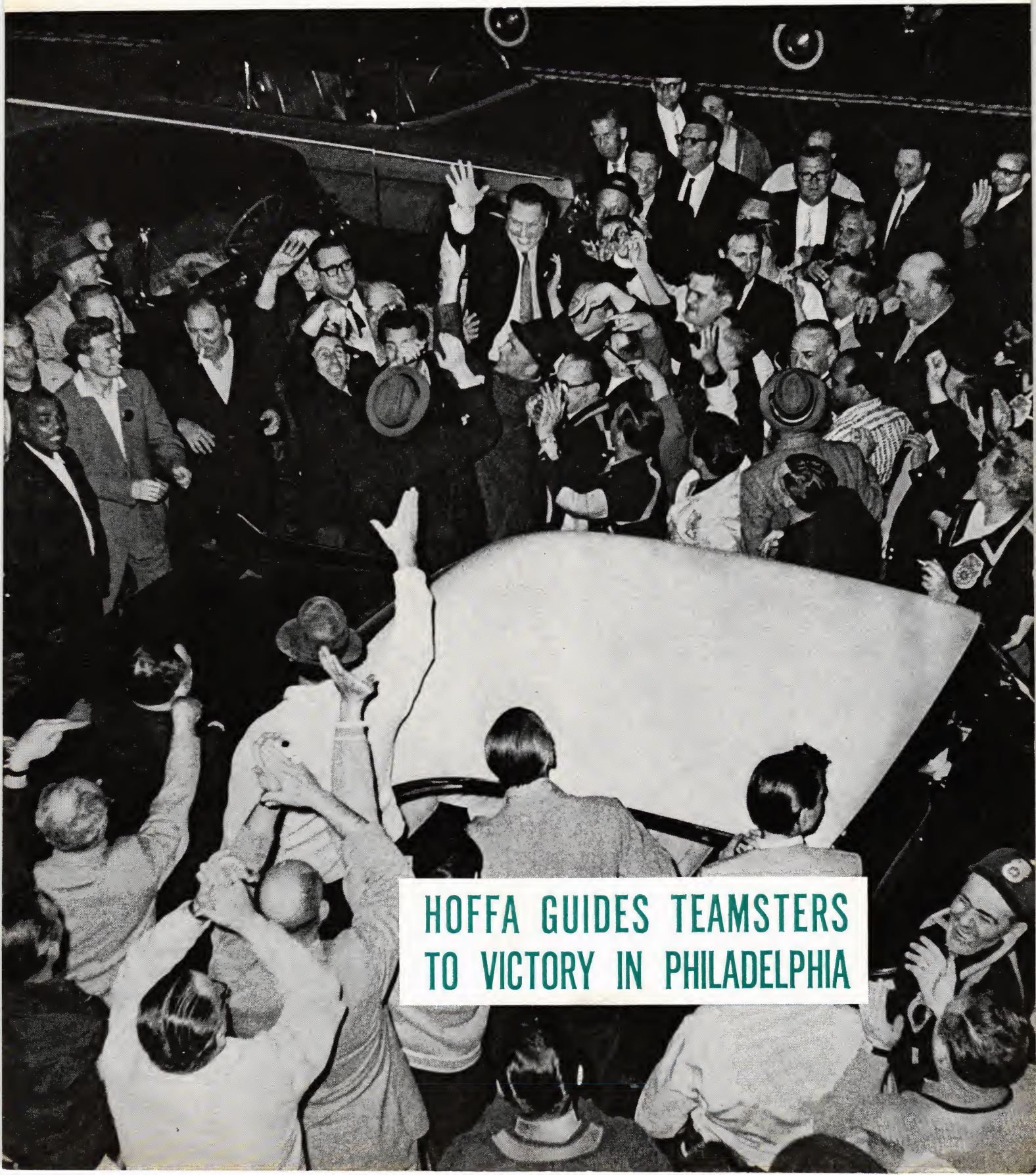


MAY, 1963

THE INTERNATIONAL
Teamster
DEDICATED TO SERVICE



HOFFA GUIDES TEAMSTERS
TO VICTORY IN PHILADELPHIA

The Teamsters Salute ROCHESTER



ROCHESTER, New York, was first known as "The Flour City" because of the concentration of milling activity there. In the middle 1800s it became a center of nursery activity and its designation changed to "The Flower City." Today this third-largest city of the state is primarily a precision-industry center with a higher percentage (54%) of skilled, professional and technical employees than any other city in the nation.

Located on the Genesee River near the shore of Lake Ontario, the city of 317,542 population ('60 census) was established by Nathaniel Rochester in 1812. It leads the world in production of photographic cameras, optical goods, check protectors, dental equipment, thermometers, control instruments and recording devices and mail chutes. It ranks high in the manufacture of men's clothing, communications equipment, locks, filters, automatic equipment and office supplies and equipment. It is centered in the second-largest apple producing area in the U.S. and stands first in apple processing. In all, there are more than 1,000 diversified manufacturing concerns and the Rochester unemployment rate is consistently one of the lowest in the nation.

Rochester's rate of 66.8% owner-occupied dwelling units is above the national average and the homes are often beautified by countless thousands of lilac trees. At the annual Lilac Festival the world's largest display of more than 1500 lilac bushes of 535 varieties in Highland Park attracts thousands of visitors.

The George Eastman House Museum of Photography is a world center of collections and exhibits featuring the history and uses of photography. Eastman Kodak Co. provides employment for almost a third of the city's factory workers.

Rochester is a major port on the St. Lawrence Seaway. It is served by five rail lines, three airlines, two water facilities and more than 100 truck lines. The trucking and warehousing needs of the city are served by the Teamsters in seven local unions of Joint Council 17.

A big Teamster salute to busy, beautiful Rochester!

America's Cities—

No. 38 in a Series



GENERAL EXECUTIVE BOARD

JAMES R. HOFFA
General President
25 Louisiana Ave., N. W.,
Washington 1, D. C.

JOHN F. ENGLISH
General Secretary-Treasurer
25 Louisiana Ave., N. W.,
Washington 1, D. C.

JOHN T. O'BRIEN
First Vice President
4217 S. Halsted St.
Chicago 9, Ill.

JOSEPH J. DIVINY
Second Vice President
25 Taylor St.,
San Francisco 2, Calif.

EINAR MOHN
Third Vice President
870 Market St.,
San Francisco 2, Calif.

HARRY TEVIS
Fourth Vice President
535 Fifth Ave.,
Pittsburgh 19, Pa.

JOHN O'ROURKE
Fifth Vice President
265 W. 14th St.,
New York 11, N. Y.

THOMAS E. FLYNN
Sixth Vice President
100 Indiana Ave., N. W.,
Washington 1, D. C.

GORDON R. CONKLIN
Seventh Vice President
320 University Ave.,
St. Paul 3, Minn.

JOHN B. BACKHUS
Eighth Vice President
N. W. Cor. 11th and Chew Sts.
Philadelphia 41, Pa.

GEORGE E. MOCK
Ninth Vice President
1722 J St.
Sacramento 14, Calif.

MURRAY W. MILLER
Tenth Vice President
1330 N. Industrial Blvd.,
Dallas 7, Texas

HAROLD J. GIBBONS
Eleventh Vice President
25 Louisiana Ave., N. W.,
Washington 1, D. C.

ANTHONY PROVENZANO
Twelfth Vice President
707 Summit Ave.
Union City, N. J.

FRANK FITZSIMMONS
Thirteenth Vice President
2741 Trumbull Ave.
Detroit 16, Mich.

TRUSTEES

JOHN ROHRICH
2070 E. 22nd St.,
Cleveland 15, Ohio

RAY COHEN
105 Spring Garden St.,
Philadelphia 23, Pa.

FRANK J. MATULA, JR.
1616 W. Ninth St.,
Los Angeles 15, Calif.

THE INTERNATIONAL Teamster

DEDICATED TO SERVICE

Official magazine of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America, 25 Louisiana Ave., N. W., Washington 1, D. C.

Volume 60, No. 5

May, 1963

Hoffa Leads Teamsters to Smashing Victory 4

George Meany limps away from Philadelphia

Teamsters Testify against Compulsory Arbitration 6

Hoffa warns against destroying bargaining

IBT Board Gives \$336,000 to Boy Scouts 7

Gift to build administrative center

Teamster Business Agent New Mayor 16

Crystal City Mexicanos sweep slate clean

Californian Is Mr. Highway 22

Randy Collier aims at gypsy truckers

On Page 26, a SPECIAL REPORT:

DRIVE Motorcades Are Causing Grass Roots Stir in Washington, D. C.



The International Teamster has an average monthly circulation of 1,550,000 and an estimated readership of over 4 million (based on average impartial surveys of periodicals). It is the largest labor publication in the world.

Editorial material should be addressed to:

Teamsters Union, Office of Public Relations and Publications,
25 Louisiana Ave. N. W., Washington 1, D. C.

17

POSTMASTERS—ATTENTION: Change of address cards on Form 3579 should be sent to the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, Mailing List Department, 810 Rhode Island Avenue, N. E., Washington 18, D. C. Published monthly at 810 Rhode Island Avenue, N. E., Washington 18, D. C., by the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, and second class postage paid at Washington, D. C. Printed in U.S.A. Subscription rates: Per annum, \$2.50; Single Copies, 25 cents. (All orders payable in advance.)

— The Philadelphia Story —

The AFL-CIO's unsuccessful raid on four of our local unions in Philadelphia (better known as the Philadelphia Story, see page 4) proves that the Teamsters Union cannot be divided and conquered. This International Union is just as strong, and much more united than the AFL-CIO. However, to keep the record straight, when we say "AFL-CIO Raid", we are not charging that the AFL-CIO as a body is responsible for the raid. The majority of AFL-CIO officials opposed the raid.

The responsibility falls primarily on George Meany and two of his vice presidents, Paul Hall of the Seafarers, and Joe Bierre of the Communication Workers. These three are responsible for the Philadelphia raid.

Meany and his friends tried to capitalize on some personality difficulties within Local 107. They worked for two years at building a rebel group in Local 107, and spreading their propaganda to Locals 470, 312, and 331. Their interest was not to improve the standard of living of our members. It was their desire to damage, and possibly destroy the International Brotherhood of Teamsters.

Evidently, they feel that the only way they can possibly make themselves look good is to make other people look as bad as they do. This backfired on them.

We defeated them by hard work and long hours. But, more important, we won because truck drivers and dockmen realized that only the Teamsters Union can properly represent them. Working men and women are not dumb, contrary to what men like Senator John McClellan would have the American people believe.

Our victory was not a one man show. It was a team effort. I greatly appreciate the long hours and hard work put in by Teamster officials from across the country, by International staff members, and by representatives of the four Teamster locals.

The Philadelphia campaign was a tremendous victory for the International Union. And because the AFL-CIO based its entire campaign on a "Bury Hoffa" theme, I take great personal satisfaction from the victory.

However, there is an importance to our victory that even a high school freshman can't help noticing. It is



that the Teamsters Union will not be divided, and that the Teamsters Union is doing a better job of representing its membership than any other union.

This demonstrates the sad state of affairs in which the House of Labor finds itself. I've said before, and I repeat: "The AFL-CIO needs the Teamsters, but the Teamsters can do without the AFL-CIO." We have proven this time and again. Nevertheless, the best interest of all labor can be best served by a united labor movement with the Teamsters back in the AFL-CIO.

The House of Labor cannot afford to be divided, nor can it afford to be fighting like we did in Philadelphia. We need a united labor movement working together in organizing, in legislative activities, in negotiating contracts, and in all other areas where we can improve the standard of living for the working people in America.

The press has given great attention to the Philadelphia Story, calling it the biggest victory we have had since 1957. I do not care to debate whether this is true or not. With this much I will agree: Meany put the power and prestige of the AFL-CIO and his own on the line, and was rejected by a two to one majority of 8,300 people who voted. All of this in spite of the handicaps that we had to work against in our election campaign.

I can think of no greater tribute to our International Union and its loyal members and officers. Now, teaming together, we can continue our forward drive.

A handwritten signature in dark ink that reads "James R. Hoffa". The signature is written in a cursive, flowing style. The first name "James" is written in a larger, more prominent script, and "R. Hoffa" follows in a similar but slightly smaller script.



Irvin Retires At Local 588

Fred Irvin, secretary-treasurer of Teamster Local 588 and one of the best known Teamster officials in Northern California, retired recently to end a union career that dated back to 1934.

Irvin began his years with the IBT as a member of Local 70 in Oakland, Calif. Three years later he was handed a charter for Local 588, representing retail delivery drivers, and given the job of organizing it; he was the only member for a time.

In later years, Irvin played prominent roles in organizing Teamster Local 12 representing warehouse workers, and also in automotive division work. Most recently, he helped organize Teamster Local 923, representing Alameda County funeral drivers.

Among those taking part in a banquet honoring Irvin's career were International Vice Presidents Einar O. Mohn and George E. Mock.

Teamsters Give Students \$1,000

Massachusetts Teamsters — including Teamsters Joint Council 10 and a dozen local unions within the council — recently contributed a total of \$1,000 to the Quincy, Mass., high school travel fund.

The Teamster gift was the largest from any single organization contributing to the campaign to raise \$16,000 for financing the trip of 20 Quincy high senior students to Europe this summer.

Contributions were made by Teamster Locals 25, 59, 82, 127, 168, 259, 404, 496, 504, 653, 829, and 841.

Local Union 377 Plans Building

Another Teamster local union is planning a new headquarters building — this time its Local 377 in Youngstown, Ohio.

John J. Angelo, Local 377 secretary-treasurer, said preliminary plans call for a 1½-story structure with space enough to include a meeting hall that would seat 500. The projected cost would be in the neighborhood of \$250,000.

So far, Angelo said, the location for the structure has not been decided upon. Local 377 has 4,200 members.

Heart Attack Kills Agent

Anthony Bittner, business representative for Teamster Local 249 in Pittsburgh for the past 8 years, died of a heart attack recently.

Bittner was stricken at the entrance of a hotel where he was attending a meeting of Teamster Joint Council 40.

Ex Teamster Officer Dies

Lorin H. Van Horn, once president of Teamster Local 729 in East St. Louis, died recently after a short illness.

Once a furniture store employee for 21 years, Van Horn had worked recently as an employee of the East St. Louis street department.

Local Invests In Israel Bond

Teamster Local 182 in Utica, N. Y., recently invested \$10,000 of its Welfare Trust Fund in a State of Israel bond.

Rocco DePerno, Local 182 president is the union trustee for the fund to which 64 employers contribute.

Veeps Dedicate New Building

Teamsters Union Executive Vice President Harold J. Gibbons and Vice President Einar O. Mohn were among the IBT officials attending the recent dedication of a new headquarters

building for Teamster Local 190 in Billings, Mont.

The annual meeting of the Montana Joint Council of Teamster was held in conjunction with the dedication. Both Gibbons and Mohn addressed the membership.

Blood Donors In Local 524

How's the blood bank program going in your local union? At Teamster Local 524 in Yakima, Wash., the membership has donated a total of 2,186 pints in the past 8 years.

Brother Glenn D. Metcalf, a "6 galloneer," leads the list of donors. He has given 53 pints to the community blood bank.

Retires



John Baumgartner, a member and employee of Teamster Local 557 in Baltimore, Md., the past 23 years, retired recently. He was well known by all the brothers in Local 557 and other Baltimore area local unions.

STATE OF THE UNION

Voice Is Only a Whisper

Hoffa Guides Teamsters To Philadelphia Victory

Teamster President James R. Hoffa has led four Teamster local unions to a smashing victory in Philadelphia over a rebel group which had the backing of Attorney General Bobbie Kennedy, AFL-CIO President George Meany, and the active participation of

presidents of three AFL-CIO affiliated international unions.

Over 8,000 Philadelphia Teamsters and members from outlying areas in three other states rejected the AFL-CIO raid and voted two-to-one to stick with the International Brother-

hood of Teamsters. Voting was in a National Labor Relations Board election which caused more excitement in the City of Brotherly Love than the 1948 Democratic convention that nominated President Harry S. Truman.

The results of the second four-day election (the NLRB had set an earlier Teamster victory aside on the pretext of violence) were 4,893 for Teamsters, and 2,550 for the AFL-CIO VOICE organization.

Involved were Teamster Locals 107, 470, 312, and 331.

The election created national interest because it marked the first time that AFL-CIO President George Meany had come out in the open to raid Teamster members working on over-the-road trucks, local cartage trucks, and on the docks.

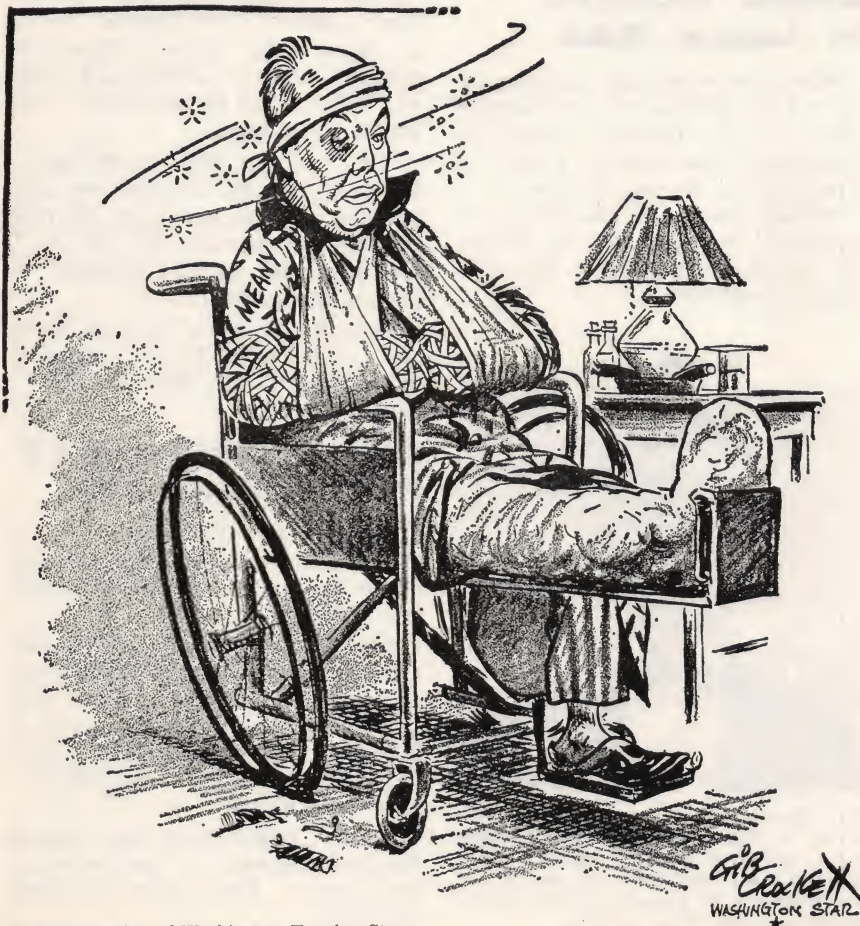
No Match

Meany laid his prestige on the line and wound up a poor second. He jumped into the fight despite strong objections from other AFL-CIO leaders who want the Teamsters back in the Federation, and he undoubtedly regrets it today. He came off the campaign floor obviously no match for Teamster President Jimmy Hoffa.

Hoffa spent 15-weeks in Philadelphia personally supervising and directing the four-week election campaign. During the preceding 11-weeks, Hoffa supervised activities leading up to the campaign.

"This is a tremendous victory for us," Hoffa declared immediately after the election results were announced. "And it is a tremendous defeat for the AFL-CIO, and a personal defeat for Meany. This should prove to

The Philadelphia Story



With Permission of Washington Evening Star.

Meany and his stooges once and for all that the Teamster Union cannot be divided and conquered."

Meany had sent his hand-picked man, William Kircher, the Ohio carpet-bagger, to Philadelphia to direct the so-called VOICE campaign.

When it was learned that Kircher was in town, the comment was that he is always found where a raid is going on, but seldom is found talking to a group of unorganized workers.

Kircher told the VOICE:

"We are supplying you with the manpower and the money in this campaign. We want you to go out and bury Hoffa."

He was assisted by several other officials from the AFL-CIO, the Seafarers International Union (including Paul Hall, SIU president), and James Doherty, a lawyer and an old college chum of Bobbie Kennedy.

It is estimated the AFL-CIO expense in Philadelphia to entice Teamsters away from their rightful organization was more than the AFL-CIO has spent to organize the unorganized in any one effort since the merger. Hoffa commented that Meany would serve labor better if he would put dues money to work organizing the unorganized rather than trying to split a strong united union.

Additionally, the bankrupt Communication Workers of America, led by the AFL-CIO's number one anti-Teamster zealot, Joe Beirne, lent manpower and money in the campaign to "bury Hoffa." The CWA set up an anti-Teamster telephone campaign which included 10 special lines used to call homes of Teamster members.

While Beirne campaigned in Philadelphia, approximately 25,000 of his members in New York State are awaiting November when they can vote their way out of the CWA and into the Teamsters. They are plant workers of the N.Y. Telephone Co.

The AFL-CIO also rented 100 cars and equipped them with loudspeakers and adorned them with signs for the rebels to use. Each car was marked: "This car donated by the AFL-CIO."

With the encouragement of the AFL-CIO, VOICE members were sent to demonstrate in several major cities across the land with placards proclaiming their victory.

But word to demonstrate from VOICE officials in Philadelphia watching the tally of the vote never came. Commented one disgruntled VOICE member: "We got placards and Hoffa's got the votes."

Commenting on the bitterness of the campaign, Hoffa stated he is willing to let by-gones be by-gones.

When the results were announced, Hoffa visited Locals 107 and 470. Near pandemonium broke loose at 107 when Hoffa stepped from his car. Over 2,000 members cheered wildly, while Hoffa was hoisted into the air and carried into the meeting hall.

The Teamster President made an appeal for harmony and unity among 107 members. "I urge you all to recognize VOICE members as human beings, and the fact that human beings make mistakes. Let's bring them all back into our great family. Let's put personalities aside, and bring them back in peacefully," Hoffa urged. "And while we're at it, let's all say a prayer tonight before we go to bed that the results of this election will continue to provide the security that you need for your families."

Hoffa has already reconvened bargaining sessions with Motor Transport Labor Relations, Inc., the employer association which negotiates for the companies employing the Teamsters involved in the election.

Hoffa expressed confidence that Philadelphia Teamsters would be satisfied with these negotiations.

Teamster Locals 107, 470, in Philadelphia, and Locals 312, Chester, Pa., and 331, Atlantic City, N. J., last December had protested the interference of Bobbie Kennedy in their affairs on behalf of the VOICE when they sent pickets to Washington, to protest in front of the Justice Department.

Hoffa warned Teamster rank-and-file members to let Philadelphia be a lesson to guard against efforts of the AFL-CIO or other Teamster enemies to destroy Teamster solidarity. He said, "I have great confidence in the Teamster members."



Ralph Proctor, Local 299, Detroit, gets a shine from Walt Sagarcwz, Local 339, in a demonstration by Teamster regulars of the advantages of "Staying Teamster." Obviously recognizing a VOICE pension as clowning, are John Hessick, Local 107, and Larry Brennan, Local 337. It all happened during the campaign leading up to the recent Teamster election victory in Philadelphia.

Hoffa Tells Congress

Compulsory Arbitration Will Destroy Free Collective Bargaining

Teamster President James R. Hoffa, testifying last month before the House Merchant Marine Committee, declared that compulsory arbitration is an unprecedented peacetime proposal "to legislate out of existence not only labor's fundamental right to strike, but also one of the basic institutions of our free society—the institution of free collective bargaining."

The committee, headed by N. C. Congressman Herbert C. Bonner, was holding hearings on proposed legislation which would make compulsory arbitration mandatory in labor disputes affecting the maritime industry.

Hoffa said that in his opinion the committee was faced with the resolution of three basic questions:

1. Do the gross generalizations drawn from the recent maritime strike warrant the conclusion that there is a national crisis of such proportions as

to warrant the radical surgery of the Bonner Bill—namely, imposition of a ban on strikes and the establishment of compulsory arbitration?

2. Can free institutions in a democracy survive under compulsory arbitration?

3. Even if they could, can compulsory arbitration provide the solutions to the problems that afflict management-labor relations in the maritime industry?

Hoffa declared that:

1. There is no justification for the extreme remedies proposed in the bill, HR 1897.

2. The establishment of a federal system of compulsory arbitration in peacetime would be unprecedented.

3. Compulsory arbitration would frustrate the collective bargaining process.

4. Collective bargaining without

the right to strike or lock-out is a farce and a mockery.

5. The setting of wages and banning of strikes raises serious constitutional questions.

6. Compulsory arbitration simply transfers the dispute from the economic to the political arena.

7. Compulsory arbitration has not reduced strikes, but has rather produced a rash of wild-cat, hit and run, slow-down, and other interruptions in the flow of production.

8. Compulsory arbitration divorces decision-making from responsibility.

9. Compulsory arbitration leads to the inevitability of government control over prices and wages.

Hoffa told the committee: "Do not tamper with the free collective bargaining machinery which has been the corner stone of the American economy, which has produced the highest levels of prosperity in the history of the world."

That the present myth of chaos in collective bargaining is no more than a myth, Hoffa pointed out that with over 150,000 collective bargaining contracts and with one-third of non-farm employment covered by collective bargaining, the man-days lost in 1960 through strikes were only 1.7 per cent of the total man-days worked. This amounts to about four hours per year for each man-year worked.

"What is the picture today, as the labor-baiters cry out for more anti-labor legislation?" Hoffa asked.

"Seven million Americans are living on the cornmeal and beans of surplus handouts. Two-fifths of the nation are living in poverty and deprivation. Ten and one-half million families have family incomes of less than \$4,000 a year. Four million single people have less than \$2,000 a year. Governor Brown of California has stated that 'one person in four in California is living on the borderline of poverty.'

"I submit that the problem of the American economy can and must be solved not by choking free collective bargaining, but by encouraging and strengthening it," Hoffa said.



Teamster President James R. Hoffa in the witness chair, testifying before the Bonner committee against a proposed compulsory arbitration law for the maritime industry. At Hoffa's right is Sidney Zagri, Teamster legislative counsel.

\$336,000 Gift**Teamsters Respond to Appeal
From Capital Area Boy Scouts**

IN RESPONSE to a plea from the National Capital Area Council of the Boy Scouts of America, the Teamsters Union General Executive Board contributed \$336,000 to the council for construction of a new Scout center to serve the Washington, D.C., area.

The structure, to serve as an administrative and training center in the national showcase of the capital city, is part of a program to expand and maintain physical facilities to meet Scout needs for the next 20 years in the D.C. area.

The National Capital Area Council of the Scouts set a campaign goal of \$3.1 million to underwrite the program which includes development of a 4,000-acre reservation in Virginia for Scout camping and outdoor activities.

General President James R. Hoffa, accompanied by General Secretary-Treasurer John F. English, presented the \$336,000 check to Adm. Arleigh A. Burke, chairman of the Scout campaign, on April 30. Hoffa commented:

"The Teamsters Union has a strong interest in the Boy Scouts of America, the most effective agency for citizenship building in the country. Many

Teamsters Union members were Boy Scouts or have sons who are Boy Scouts. Many Boy Scouts one day will be Teamsters Union members."

Hoffa credited Lt. Gen. Lewis B. Hershey, president of the National Capital Area Council of the Boy Scouts, with making an "eloquent plea" when addressing the IBT General Executive Board recently.

Remarked Hoffa about Hershey's effectiveness:

"There was not anywhere a member of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America that could have refused him."

Hoffa said Teamsters Union members were proud "as fathers and American trade unionists" to make the contribution for the Scout center.

Both Adm. Burke and Gen. Hershey expressed deep appreciation of the National Capital Area Council for the Teamster gift.

The \$336,000 sum is earmarked for actual construction of the tri-level Scout Service Center to be located in the District of Columbia. It will serve 70,000 Boy Scouts and their leaders in D.C. and 17 nearby counties—the

third largest Scout council in the nation.

Perhaps the main reason the IBT General Executive Board lent such a sympathetic ear to Gen. Hershey's appeal for help is best spelled out in the words of the Scout official himself:

"The District of Columbia is not only the center of the world now, but it is the place where many people gain their impressions of the United States when they come into contact with people in and around the Nation's Capital.

"It is, therefore, all the more important that all organizations in our area demonstrate what the principles of the United States really mean and why this country has become one of the great nations.

"Organizations here must be especially alert to show the advantages of free enterprise, to demonstrate what the words 'the dignity of man' really mean, to insure that our young people are taught those qualities which will cause them to become better citizens of the United States and to be appreciative of other men and other nations."

Thus did the IBT General Execu-

Presenting a check for \$336,000 to the National Capital Area Boy Scouts Council are Teamster President James R. Hoffa and Teamster General Secretary-Treasurer John F. English. Accepting the check is Admiral Arleigh Burke. Looking on at far right is General Lewis B. Hershey, president of the Scout Council. Admiral Burke is chairman of the fund drive.



tive Board, on behalf of more than 1,700,000 members—thousands of whom are active in their local Boy Scout programs—make a money donation in support of the dignity of man, the principles of democracy, free enterprise, and good citizenship.

As word of the IBT contribution spread through the Teamsters Union affiliates, there suddenly grew a long list of members and their wives who take part in the Boy Scouts of America program as scoutmasters, committeemen, den mothers, and so forth.

It would be impossible to list them all in *The International Teamster*, but there are many who either because of degree of activity or time devoted to the work are better known for their participation in the Boy Scout program.

Scout Leaders

General Organizers Frank Ranney and Ray Schoessling are leaders in the field.

Ranney has been a member-at-large of the Milwaukee County Boy Scout Council for years.

Schoessling just recently was honored by Chicago area Boy Scouts for his contribution to their program. In fact, Teamster Joint Council 25, of which Schoessling is president, has spearheaded the Chicago area Boy Scout activities for the past 5 years.

Daniel J. Tortorello, secretary-treasurer of Teamster Local 945 in Clifton, N. J., has served for years as scoutmaster of Troop 74. Several other members of Local 945 take part in Scout activities also.

Executive Committee

Andrew S. McFarlane, business agent for Teamster Local 337 in Detroit, serves on the executive committee for Boy Scouts in the city of Detroit. Other Local 337 members that are active include Roman Lisecki and Clifford Herman, rank-and-filers who serve as scoutmasters.

In Teamsters Local 20 at Toledo, M. Rost, Ron Westhal, Richard Shade, and Emery Spangler, Jr., serve as scoutmasters. Max Malkin and Louis Ludoc are committeemen, Ludoc being a district commissioner.

Jack Fait, acting president of Teamster Joint Council 41 in Cleveland, Ohio, has served as a committee member.

Robert T. Cox, president of Teamster Local 47 in Ft. Worth, Tex., is a scoutmaster.

E. P. Johnson, secretary-treasurer of Teamster Local 568 in Shreveport, La., once served as a troop committeeman.

Gilbert Hodges, a shop steward and member of Teamster Local 171 in Roanoke, is an assistant scoutmaster. Richard Newland, president of the same local union, is a committeeman.

Lee R. Brown, president of Teamster Local 822 in Norfolk, Va., is chairman of activities for a cub scout troop.

Andrew Vincent, a rank-and-filer from Teamster Local 539 in Winchester, Va., acted as a counsellor at a Scout summer camp last year.

Adolph Goronsky, a member of Teamster Local 566 in Seattle, Wash., is a scoutmaster. Others from the same local union are Gerald Haughian, assistant scoutmaster; Jim Heighes, cub scoutmaster, and William Meyer, membership committee chairman.

Don Ellis, secretary-treasurer of



Teamster Joint Council 28, reported that altogether a half-dozen local unions in the council had a total of 20 scoutmasters.

William Arrell, a member of Teamster Local 289 in Minneapolis is a scoutmaster. Other Minneapolis area Teamsters contributing to the Scout program as committeemen or in some other capacity, include Oscar Carlson and Earl Atkinson of Local 359; Ellsworth Gordon of Local 544; James Brown, Donald Brown, Allen T. Hepster, and E. G. Holstein of Local 638; Harold A. Wargin of Local 664, and Russell Fuller of Local 974.

Joe F. Carolan of Teamster Local 335 in Kansas City, Mo., has been an active leader in scout work for 19 years: 2 years a cubmaster, 5 years a scoutmaster, 8 years chairman of leadership training, and presently assistant district commissioner.

Thomas Lindsell, a member of Teamster Local 464 in Vancouver, B.C., is a district commissioner of Boy Scouts.

Edward C. Esboldt, secretary-treasurer of Teamster Joint Council 42 in St. Paul, Minn., is a former executive board member of the Boy Scouts. His assistant, Quentin Bauman, is a former scoutmaster.

Teamster Local 198 of La Porte, Ind., has sponsored a cub pack for 20 years. Delbert Shipley of the same local union is a troop leader in Michigan City, Ind.

Scoutmaster

Ray Carpenter, an assistant business agent of Teamster Local 15 in Galesburg, Ill., is a committeeman. Warren Schnipper of Teamster Local 50 in Belleville, Ill., is a scoutmaster and a member of the Belleville Boy Scout Council executive board.

Otto Kozlik, secretary-treasurer of Teamster Local 204 in Omaha, Neb., is a committee chairman.

Elwood Youman, business agent for Teamster Local 150 in Sacramento, Calif., is a scoutmaster.

Ronald Doering, vice president of Teamster Local 849 in Oroville, Calif., is a scoutmaster.

Lester Bodin, vice president of Teamster Local 750 in Oakland, Calif., is a scoutmaster.

Teamster Local 399 in Hollywood, Calif., sponsors a Boy Scout troop and provides it with transportation and drivers.

Camp Chairman

Ted Paulos, president of Teamster Local 276 in Los Angeles, is a trustee committeeman for 2 troops.

Harold Cates of Teamster Local 420 in Los Angeles is an assistant Scout camp chairman.

Les Combs of Teamster Local 986 in Los Angeles is on the Boy Scout commission staff for the district.

Hundreds of other Teamster local unions have members who take part in Boy Scout campaigns locally, help out in Jamborees, or sponsor Scout athletic teams in the various little leagues.

Teamster Pickets Plead N. Y. Phone Workers' Case

When American Telephone and Telegraph stockholders arrived at the Kingsbridge Armory in New York City recently for the annual stockholders' meeting, they were met by Teamster pickets whose placards deplored the fact that in this day and age telephone employees do not have hospitalization plans paid for by the company.

Such contract provisions are common place throughout collective bargaining agreements negotiated by the International Brotherhood of Teamsters.

When confronted with the Teamster position, the \$27 billion corporation pleaded poverty.

The Teamster pickets were in conjunction with a Teamster communications division organizing campaign among 25,000 New York State plant telephone employees.

Teamster organizers are still finding it difficult to attend all the meetings which these telephone plant workers request, as the workers explore the possibility of leaving the ineffective Communication Workers of America and joining the International Brotherhood of Teamsters.

The campaign, now underway for several months, will culminate in an National Labor Relations Board representation election, probably in November, the first date an election could be held. The present company-

dominated contract under which the plant workers labor is a bar to an election until November.

Coordinating and directing the campaign is John O'Rourke, president of Teamster Joint Council No. 16, and a vice president of the International Union. O'Rourke, a pioneer in paid hospitalization for employees, is a leader in the Teamster movement in New York not only to provide the medical service, but to see that members receive good medical care and good hospital services.

O'Rourke's work with the Teamster Joint Council 16 and Management Hospitalization Trust Fund, has resulted in a pilot program in conjunction with Montefiore Hospital to improve doctor and hospital services under the health and welfare plan. O'Rourke also was instrumental in a recent campaign which culminated in the passage of minimum wage legislation in New York City.

Commenting on the current drive among New York telephone plant workers, O'Rourke declared that if these 25,000 employees decide to join the Teamsters, the services of the joint council will be available to them in working for goals in political and social areas which are related to but not directly connected with collective bargaining.

Nothing at all of this nature is available to these employees in the Communication Workers of America.



Teamster pickets give handbills to American Telephone and Telegraph stockholders as they arrive for their annual meeting in New York City. Picket signs and handbills deplore the fact that telephone workers do not have company paid hospitalization plans. Teamster organizers point out that company-paid health and welfare plans are common place in Teamster negotiated contracts.

Local 81 Member Setting Rescue Record

Otto Willis, a member of Teamster Local 81 in Portland, Ore., is setting some sort of road rescue record.

Just recently Willis was making his run from Seattle to Portland when he saw tire tracks leading off the highway and over an embankment. The location was 6 miles north of Castle Rock, Wash.

Cries for Help

Feeling that all was not well, Willis pulled his truck onto the shoulder to have a look. As soon as he shut off his engine, Willis said, he could hear cries for help from over the bank where a truck and trailer had crashed.

Two drivers from Fresno, Calif., were pinned in the wreckage and had waited for help until Willis came along. They had gone over the embankment after blowing a front tire.

Crash Victims

Willis—and Bill Sherman, Driver Supervisor who was accompanying him on the trip—made the Fresno men comfortable until police arrived. The crash victims were removed to a hospital and 24 hours later were in satisfactory condition.

In 1956, Willis saved a family from burning to death after their auto caught fire following a head-on collision with another passenger car. Willis brought the flames under control long enough to rescue the father and four children, but the mother died.

Over the Bank

Two nights later, Willis was on a home run when he saw marker lights of another truck. Willis blinked his lights but received no answer. The other rig seemed instead to be pulling off the road.

Willis also slowed, thinking the other driver wanted to talk with him and at that moment the oncoming rig drove off the shoulder and went over the bank.

Willis and another driver went down the bank and found the crash victim fatally injured.

Cannery Council to Explore New Welfare Approach



Charles F. Lindsay, president of Colorado-Wyoming Joint Council No. 54, welcomes delegates to the 20th annual conference of the Western Council of Cannery and Food Process Workers Unions last month in Denver. Seated at the head table (left to right) Teamster Vice President George Mock; Vern Pankey, former president of the California State Cannery Council; Teamster Executive Vice President Harold J. Gibbons; Peter A. Andrade, chairman and secretary-treasurer of the council; Walter L. Jones, president of the council; Al Weiss, International Union research director.

Delegates to the 20th Annual Conference of the Western Council of Cannery and Food Process Workers Unions, meeting last month in Denver, took a long look at automation and its effects on the already highly automated food processing industry, adopted a resolution calling for repeal by the federal congress of exemptions of food processors to the Fair Labor Standards Act, and moved toward a revolutionary step of preventive medicine clauses in health and welfare plans.

The decision to take a new approach to the ever-rising costs of health and welfare programs came after an address by Dr. Lester Breslow, chief of the Preventive Medical Services Division of the California State Department of Health.

Dr. Breslow suggested that such a program might be carried out by means of a properly equipped mobile laboratory which could visit workers on the jobs. Simple tests—eyes, ears, blood, urine, chest, etc.—would make it possible for workers to get early medical attention in time to effect cures and before major operations and major medical expenses are incurred.

A skilled technician could man the mobile laboratory, Dr. Breslow suggested, giving the tests. Tests in turn would be confidential and would be analyzed by a medical authority.

Delegates adopted a resolution to approach management with such a plan in the next round of negotiations.

The resolution dealing with the Fair Labor Standards Act calls for repeal of the two 14-week exemptions

now enjoyed by food processors and which have greatly aided in keeping food processing a traditionally low paying industry.

Confronted with problems of a highly automated industry, delegates called in Edward Salmer, chief of the division of automated manpower services in the Bureau of Employment in Washington, D. C. Selmer related government approaches dealing with automated unemployment.

Harold J. Gibbons, Teamster executive vice president told the group that it is high time the government began dealing with automation as an "emergency," and declared that it is high time that we began making the economic system serve the public sector of the nation. He called the high level of joblessness a disgrace, he called the number of people living in poverty and deprivation a shame, and told the group that solution will come only through political action.

"If we are serious about being trade unionists and giving representation to the rank-and-file, then we'd better give some serious thought to political action," the Teamster vice president declared. "No meeting by any segment of our International Union should be held without time out for a political meeting."

Einar O. Mohn, director of the Western Conference of Teamsters and an international union vice president, on behalf of the delegates, presented Peter A. Andrade with a handsome scroll commemorating Andrade on his tenth anniversary as chairman of the Western Council of Cannery and Food Process Unions.

Boat Officers Bolt AFL-CIO For Teamsters

A local union of the AFL-CIO International Organization of Masters, Mates and Pilots in St. Louis has bolted the Meany organization and affiliated with the International Brotherhood of Teamsters.

Capt. Charles L. Jones, financial secretary-treasurer and business agent of MM&P Local 28, announced today that the union's executive board, following the wishes of the membership, has voted to leave the MM&P and affiliate with the Marine Officers Association, which was recently chartered by the Teamsters Union as St. Louis Local 54.

Capt. Jones said that all employers having contracts with Local 28 have been notified that these contracts are now in effect with the Marine Officers Association and that the Local 28 membership on the inland waterways has been notified of the action.

Paul Steinberg, who is serving as executive officer of Local 54, said an international representative of MM&P had been notified of the action in a meeting in St. Louis Teamster headquarters this morning and that Local 28 has returned its charter to the MM&P.

IBT Charter

The Marine Officers Association has been conducting a successful organizing campaign among supervisory boat personnel on the Mississippi River and its tributaries. Last month it received its charter of affiliation with the IBT.

Teamsters Local 54 currently has won bargaining rights at Mississippi Valley Barge Line Co., St. Louis; Material Service Division of General Dynamics Co., Chicago; Valley Line Supply and Equipment Co., St. Louis; Cargo Carriers, an affiliate of Cargill, Inc., Minneapolis; and Central Towing Co., St. Louis; and Midwest Towing Co., Inc., Chicago. It is currently negotiating for formal recognition with Arrow Transportation Co., Sheffield, Ala., and Ohio Barge Line Co., a subsidiary of U. S. Steel, Pittsburgh, Pa.

Previous MM&P Local 28 contracts now in effect with Local 54 of the Teamsters are: Aiple Towing Co., Stillwater, Minn.; Federal Barge Lines,

St. Louis; John I. Hay Co., Chicago; Illinois Farm Supply, Bloomington, Ill.; National Marine Service Co., Wood River, Ill.; Marquette Cement Co., Chicago; Nashville Coal Co., Paducah, Ky.; Rose Barge Line, Marseilles, Ill.; Sinclair Oil Co., Hartford, Ill.; J. D. Streett Towing Co., St. Louis; Twin City Barge Line, St. Paul, Minn.; and Missouri Pacific Railroad, Natchez, Miss.

Members of Local 28 were notified of the action in the following letter, dated April 30, and signed by all eight members of the union's executive board:

"Acting in accordance with your expressed wishes and desires, the Executive Board of Local 28, this date, severed relationship with the International Organization of Masters, Mates and Pilots.

"Concurrently, we have notified all companies holding contracts with Local 28 that the Marine Officers Association, Local 54 of the International Brotherhood of Teamsters, is the successor to these contracts.

"To insure an orderly transfer of our membership it is requested that you immediately complete and return the enclosed application card for the MOA."

At the time of its action, MM&P Local 28 had about 125 members in good standing.

• Strike Wins Pact

Nearly 100 members of Teamster Local 282 ended a 23-day strike against Long Island's largest bottled gas supplier recently with a package agreement guaranteeing a 22-cent hourly wage increase and other benefits.

Tony Duffy, secretary-treasurer of Local 282, said the wage gain is retroactive to last Sept. 1. A 5-cent hourly hike in pension and welfare benefits will go into effect Feb. 1, 1964.

The average hourly rate increases were from \$2.66 to \$2.88 according to Duffy and meant more than \$150 in retroactive pay to each worker for Conservative Gas Division of the National Propane Corp.

• Indiana Gains

Wage rates under a new agreement with 9 companies gave a 17-cent hourly gain to drivers, craters, packers, and helpers belonging to Teamster Local 364 and working in the South Bend, Ind., area household moving industry.

Gibbons Asks Labor To Launch Crusade

Harold J. Gibbons, Teamster executive vice president and banquet speaker at the 20th annual conference of the Western Council of Cannery and Food Process Workers Unions, told delegates that in 1963 the labor movement has "lost the will to fight."

"We are living on the glory of past achievements in the face of dangerous attacks to our very existence, and as a result have set the stage of our enemies," he declared.



Harold J. Gibbons

He called the continual harassment by the so-called "right-to-work" movement and proposals to place labor unions under anti-trust laws as the two immediate dangers which must be dealt with.

"The work of labor is at best only half done," Gibbons stated, "and if we are to get off dead center we need to launch some crusades."

He charged that unless the labor movement in this country begins to move again as it did during its early history, "we will become just another

institution in our society entitled to no more consideration than General Motors or General Electric."

Gibbons declared that labor need not look far for a crusade to mount. He suggested that labor look to the millions of unemployed whom he called "personal tragedies."

Speaking of the automated unemployed, Gibbons declared that all could be put back to work with their present skills and no retraining necessary if the nation would turn its attention to the public sector and provide the necessary schools, parks, hospitals, and recreation areas for a nation with more leisure on its hands.

He called the present complacency of the labor movement a concern for all, concern because the labor movement "sits on dead center, has lost its vision, aims and goals and is going nowhere. That is why we are in low esteem with the general public, lowest in 30 years; that is why we have lost the sympathy of those who once were with us. And that is why tin-horn politicians smear and attack the labor movement."

Outlining the kind of crusade he believes the labor movement should undertake, Gibbons mentioned the huge pool of unemployment and the millions of still unorganized workers.

Then he went on to list:

"1. An attack on the nation's slums through building of low cost housing and lobbying congress to pass better federal housing programs.

"2. Working for an adequate free public school system with adequate classroom space and salaries for teachers which would make the teaching profession an attractive one.

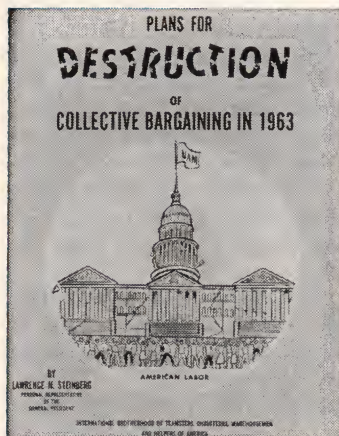
"3. A program for the aged, which would reverse the present plan of turning them out to pasture with a money picture which is entirely inadequate. No one on social security retirement has a hope or a prayer of taking care of his medical expenses.

"4. The entire area of discrimination. We should be in the forefront, as labor leaders, of the struggle for racial equality out of respect for decency, and the best George Meany can do is pick a fight with the National Association for the Advancement of Colored People and a fight with Philip Randolph, president of the Sleeping Car Porters.

"5. The area of extreme poverty. Estimates run as high as 36-50 million people living in extreme poverty and in deprivation. No union can rest content until this area of need is wiped away.

"Those are some of the problems which need to be wiped away. They call for the same kind of courage which the labor movement exhibited back in the 1930's when it was fighting for its survival," he said.

Booklet Outlines Legislative Threat



"Plans for Destruction of Collective Bargaining," a 28-page booklet detailing the current legislative threat to the American labor movement and written by Lawrence N. Steinberg, is available from the International Brotherhood of Teamsters.

Steinberg, personal representative to Teamster President James R. Hoffa and President of Teamster Local 20, in Toledo, Ohio, originally prepared the excellent booklet as a report to the first Triennial Steward's Council of Local 20.

Says President Hoffa of the booklet:

"This report by Larry Steinberg should be required reading by every Teamster and all of organized labor.

"It fully documents one of the most organized and most dangerous conspiracies against labor—and therefore against all workingmen and women—in American history. This plot by the National Association of Manufacturers, if successful, will end collective bargaining at least for the number of years it requires to test the constitutionality of legislation in the U.S. Supreme Court.

"This is a warning and a call to arms for organized labor that Larry Steinberg has sounded. Read it and heed it and take action before it is too late."

"Having read 'Plans for Destruction of Collective Bargaining,' I want to say that Mr. Steinberg's analysis is of great value because it brings together in readable form the concerted effort to destroy the labor movement and take away the proper rights of working men and women of our country.

"Only through wide dissemination of the facts which it reveals will the public be alerted to the necessity of making sure that Congress is not hoodwinked into letting pass these essentially un-American proposals."

—**Congressman James Roosevelt.**

Says Teamster Executive Vice President Harold J. Gibbons of Steinberg's warning on pending anti-labor legislation:

"Steinberg is a student of the trade union movement. He has seen it grow from a token movement into a force for industrial equality. His booklet, 'Plans for Destruction of Collective Bargaining' reflects his experience and his knowledge of the trade union movement and his ability to properly evaluate the current threat to labor from legislative reactionaries."

Says Sid Zagri, Teamster Legislative counsel: "Steinberg's analysis of 'Plans for the Destruction of Collective Bargaining in 1963' should be read by every Teamster and Teamster wife. It is a clear, concise and penetrating analysis of the NAM inspired threat labor faces in the Congress of the United States. Once read, this is a report that not only inspires but demands action."

Local Unions, Joint Councils, and Area Conferences can order "Plans for Destruction of Collective Bargaining," for distribution to their memberships from the International Brotherhood of Teamsters, 22 Louisiana Avenue, N.W., Washington 1, D.C. It is available in quantities of 100 at \$36; 250 copies, \$87.50; 500 copies, \$170; 1,000 copies, \$330; and more than 1,000 copies at \$32 per hundred.

• City Worker Gain

Plant servicemen at the Minneapolis Water Department and city equipment dispatchers recently received gains in new contract negotiations by Teamster Local 664.

The plant men received a \$9 monthly wage gain in addition to a 3 per cent wage increase previously negotiated, bringing the overall hike to \$25 a month.

The dispatchers received increases of \$35 a month.

• California Wins

Teamster Local 439 in Stockton, Calif., recently won a pair of important representation elections conducted by the National Labor Relations Board, bringing in 250 new members.

With 200 eligible voters at California Cedar Products, the Teamsters Union won over the Lumber and Saw Mill Workers, 95 to 77, in what was considered a protest against poor representation.

There were 50 eligible voters at the Sierra Lumber Co., and again the Teamsters defeated the Lumber and Saw Mill workers, 26 to 20.

Play Ball!



Tony Perez, a member of Teamster Local 210 in New York City and shop steward at the camera store where he works, has hopes of becoming a major league umpire. An umpire school graduate, Tony is president of the Latin American Umpire's Assn. In addition, he writes a sports column for the Spanish daily newspaper, La Prensa, and broadcasts a weekly radio program.

Model Approach

Joint Council 16 Seeks Quality Welfare Program

TEAMSTER Joint Council 16's Welfare Funds, directed toward raising standards of hospital and medical care available to Teamster families in the New York City area, have been hailed as "a significant and vital development spearheading those things which will improve the quality of medical care in our town."

The words of praise came from Dr. Martin Cherkasky, director of New York's Montefiore Hospital, at a conference last month in which the Teamster-Management program was reviewed and plans made for expanding activities in coming months.

More than 100 local union officials and leaders of the medical profession attended the 3-day session sponsored by the Teamsters Joint Council 16 and Management Hospitalization Trust Fund.

A report issued by the group last year—based on a study made in its behalf by the Columbia University School of Public Health and Administrative Medicine—jolted the entire medical profession and profoundly affected public opinion.

Shocking Examples

Widely quoted throughout the nation, the report revealed shocking examples of substandard medical and hospital care rendered in a sampling of Teamster families whose cases were studied by experts.

The recent conference was devoted to a review of the \$3 million program developed by the Teamster-Management Trust Fund to "improve the quality and cost of medical care."

The focal point of the Fund's program is a Teamster Center at the Montefiore Hospital where participating Teamster families have access to a wide range of diagnostic, surgical, and medical services provided by a highly skilled professional staff.

Opening its doors Oct. 1, 1962, the Teamster Center has since found it necessary to double its facilities and

staff in the first 6 months of operation to meet the increasing numbers of Teamster patients seeking medical help.

Case load average in the first month was 110 patients. By March 1, 1963, the Center was handling an average of 475 patients. Dr. Fernando Torgerson, administrator, said it was necessary to schedule office hours on Saturdays and evenings to meet the demand for professional services at the Center.

Community Effort

Dr. Ray E. Trussell, commissioner of hospitals for New York City, commented: "The Teamster Center has more than justified itself to those who have come seeking help."

Fund Chairman John Hoh, Vice President of Teamster Joint Council 16, said the Fund couldn't hope to solve all the medical problems of New York City's 165,000 Teamsters and

their families through services provided at the Center, but that the primary objective of the program is to tackle the community problem of improving quality and reducing costs of medical care for all Teamsters and the entire community.

A Proud Program

IBT Vice President John O'Rourke, president of Teamster Joint Council 16, stated: "The Joint Council is proud to have initiated this project. It is the policy of this council to support programs that will benefit not only Teamsters but members of the community at large."

At the conclusion of the conference, the Fund's trustees approved an expansion of services at the Teamster Center. They also decided to support a long range program of hospital research and medical audit aimed at coming to grips with basic medical problems in New York City.



John J. O'Rourke (left), President of Teamster Joint Council 16, and John Hoh, Vice President, discuss a Teamster Center problem during a recess. At Hoh's left is Lester Connell, Council Secretary-Treasurer. In right foreground is Nicholas Kisburg, legislative director for the Council.

Louisville Local No. 89 Trucks Aid to Greenwood

TEAMSTERS Union members played a prominent role recently in the reaction of Louisville, Ky., citizens to the shooting of a voter registration worker in Greenwood, Miss., birthplace of the notorious White Citizens Council.

The shooting was a by-product of civil rights activity in LeFlore County where Greenwood is located. An estimated 22,000 Negroes were cut off from government surplus foods in that area during the past winter—the reason:

They had dared show interest in exercising their right to register as qualified voters.

Public indignation reached the heights after James Travis, a field secretary for the Student Nonviolent Coordinating Committee, was critically wounded when caught in a burst of automatic rifle fire from a passing car near Greenwood.

Travis was the target because he had been one of those encouraging Negroes to register for the first time. His shooting brought public notice to the plight of the thousands of hungry Negroes, many of whom had lost their

jobs or were simply put off their share-cropping Mississippi Delta land for listening to men like Travis.

The Louisville (Ky.) *Defender*, a weekly newspaper, launched a relief drive. The campaign received quick support from the Louisville Congress on Racial Equality, the Southern Conference Educational Fund, the Baptist Ministers Meeting of Louisville, and Zionist churches.

Numerous churches conducted collection campaigns for clothing and foodstuffs while some individuals made collections on a door-to-door basis in Louisville. In less time than it takes to tell, two tons of supplies were collected.

The next question was how to get the material to the beleaguered people who needed it. Campaign leaders approached Teamsters Local 89 of Louisville.

Paul W. Priddy, president of Local 89, immediately arranged with the Hertz Co., to donate a truck. Local 89 furnished the gas and volunteer drivers. When all was ready, Gilbert Ryan, an assistant business agent, and

the Rev. James Martin, a member of the Local 89 executive board, took the truck through to its destination.

While the two tons of goods could not have relieved the suffering of all the people in the Mississippi Delta who felt the blows of the prevailing welfare bureaucracy, nevertheless it was the first shipment and rekindled the spirit of those determined to raise their political voice in the plantation economy of their land.

Dairy Workers Get Dental Care Program

Agreement has been reached on a program paying 70 per cent of all dental care costs for some 5,500 Teamster dairy workers and their dependents — an estimated 20,000 people — in California.

Wendell Kiser, secretary-treasurer of Teamster Local 386 in Modesto and chairman of the negotiating committee, said the plan is underwritten by the California Dental Assn. It applies to Teamsters employed in manufactured milk, fresh milk, and ice cream operations throughout central and northern California. It also applies to cheese driver-salesmen working for Borden and Tuttle dairies in all parts of the state.

Dental care programs had been initiated earlier for dairy employees in the San Francisco-Oakland area and in parts of southern California.

Ninety-five per cent of the dentists in the region covered by the latest Teamster program are affiliated with the California Dental Assn., and obligated to keep their dental charges within fixed schedules.

Seventy per cent of the cost of dental treatment will be paid for by the CDA from a fund to which employers will contribute \$8.65 per worker monthly. The employee must pay the remaining 30 per cent of the bill.

The program becomes effective for fresh milk and ice cream workers in the San Joaquin-Sacramento Valleys June 1, and for those engaged in manufactured milk, Oct. 1. Part of the program becomes operative in the San Jose area next Jan. 1, and the remainder on April 1, 1964.



This truck took food and clothing to hungry Negroes on the Mississippi Delta after the shooting of a civil rights worker aroused public indignation. It was driven by Gilbert Ryan, an assistant business agent, and the Rev. James Martin, a member of Teamster Local 89's executive board, shown here with relief campaign workers when the truck was ready to roll (left to right): Cecil Blye, Mary Pendleton, Ryan, Mrs. Peggy Tucker, and Martin.

Tacoma Teamsters Old Timers Contribute to Their Community

There are numerous successful Teamsters Union clubs for retired members and one of the most notable in terms of community contribution is the Tacoma Teamsters Old Timers Club No. 1 which is composed of 300 members retired from 5 local unions in Tacoma.

When a Brother retires in Tacoma, he is automatically given a membership card in the Old Timers Club

at no cost since the local unions absorb the expense. Meetings are held once a month and the Old Timers elect officers annually.

Their greatest activity is in the community service field. The Tacoma Old Timers have built furniture for the YMCA camp and Boy's Club. At present, their main activity is delivering surplus food to elderly people who are entitled to receive the food but

have no way of getting it because of handicaps or lack of transportation.

The Old Timers also make a contribution each election, helping to take shut-ins to polling booths.

Once a year the Old Timers and their wives have a picnic which has proved very popular.

One service the local unions has provided for the Old Timers is to make arrangements with the Tacoma Giants baseball club so that the retired Teamsters, upon presenting their membership card, can get a grandstand seat at less than half price.

Teamsters Help Youngster



Albert H. Page (right), secretary-treasurer of Teamster Local 340 in Portland, Me., congratulated Dennis McLaughlin, 14, on the boy's receipt of a new wheel chair as Severin Landry (left), a member of Local 340, looked on. The chair was purchased with donations from Teamsters throughout Maine and the surplus money was given to Dennis. The boy, crippled since birth, had both legs amputated recently to overcome an infection.

Wiretap Proposal Reintroduced by McClellan Gang

The McClellan gang has reintroduced to Congress the power-grabbing wiretap bill desired by Attorney General Bobbie Kennedy.

Now known as S. 1308, the bill would permit the attorney general to authorize wiretaps without a court order. It also would permit material gleaned from wiretaps to be used as trial evidence.

• Same Garbage

Sen. John McClellan (D-Ark.), when reintroducing the measure, made special note that it was unchanged from the proposed law on which hearings were held by the Senate Judiciary Committee last year.

He also pointed out that S. 1308 "incorporates the legislative recommendations submitted by the attorney general."

• Same Bunch

Joining McClellan as co-sponsors of the measure were those long-time stalwarts of the anti-labor crew, Sens. James Eastland (D-Miss.), and Samuel J. Ervin (D-N.C.).

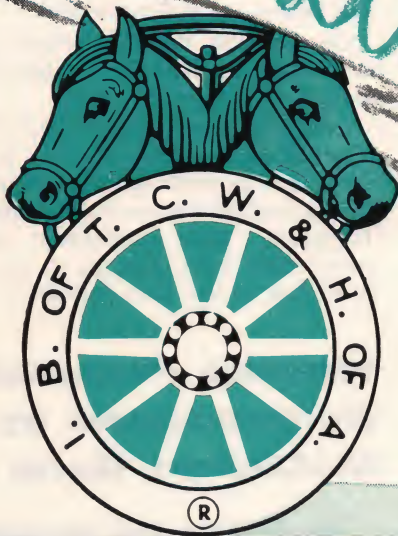
The wiretap proposal never got out of committee last year despite all the pressures exerted by Bobbie Kennedy. It again was referred to the judiciary committee.

• Same Faults

Teamster testimony against the measure took the view that a wiretap law of any kind would invade personal privacy and violate basic constitutional rights.

NEW CITY COUNCIL NAMES TEAMSTER

Crystal City MAYOR



POWER IN THE BALLOT



Editor's Note

As this issue of the International Teamster went to press, the Crystal City story was in ugly controversy with pressures mounting against the all Latin-American city council and especially against Mayor Juan Cornejo who stated that he "fears for his life at the hands of a Texas Ranger."

Mayor Cornejo claimed he was twice physically assaulted and verbally harassed by Ranger Captain A. Y. Allee.

In Houston consulting with an attorney and a civil rights expert, the Crystal City mayor stated "I fear for my life now."

Telegrams protesting what the new councilman called "harassing" tactics by lawmen in Crystal City were sent to Attorney General Bobbie Kennedy, Texas Gov. John Connally, and State Department of Public Safety Homer Garrison.

Gov. Connally's reply was a vote of confidence for Captain Allee who, according to the San Antonio daily newspaper, The Light, has known "roughhouse controversy" before. Said The Light:

Being the center of "roughhouse controversy" is strictly old sombrero for veteran Texas Ranger Captain Alfred Y. Allee."

The San Antonio paper reported on incidents in 1954 during another political controversy in which Allee figured in charges of physical assault.

Keeping abreast of the Crystal City story is like trying to keep abreast of so many civil rights stories today, but at press time the following was the story in Crystal City with the Texas Ranger episodes reported above:

Crystal City, Texas, is 110 miles Southwest of San Antonio, 38 miles from the Mexican Border. It is Rio Grande country.

Until April 2, 1963, Crystal City had a single claim to fame. It prided itself as being the spinach capital of the world.

Attesting to omnipotence in the art of growing spinach, Crystal City long ago erected in the city square a statue of Popeye, that muscular cartoon character famous for replenishing his

vigor with the stuff that made Crystal City famous.

Crystal City is now famous on another count, and it all involves latent political vigor uncovered by the Political Association of Spanish-Speaking Organizations (PASO) and Teamster Local 657, and turned loose to unseat a minority city government which had ruled unchallenged for 38 long years.

When finally dethroned on April 2, 1963, defeated Mayor B. H. Holsomback had held office longer than any other public official in the Lone Star State.

Los Cinco Candidatos (the five candidates), as one reporter called it when he reported how five *Latinos*, or *Mexicanos* as they call themselves, ran as a slate for the five city council posts in the city election and swept the incumbent *Gringos* out of office.

Crystal City can lay claim to yet another distinction (meritorious or otherwise depending upon one's prejudices). It is located in one of five states which still require payment of a poll tax as a voting requirement—

and therein lies the tale of *Los Cinco Candidatos*.

In 1960, the official census put the population of Crystal City as 9,101. About 7,500 are *Mexicanos*, thus outnumbering the *Anglos* three to one.

The main payroll in the town comes from California Packing Co. (Del Monte) whose employees are members of San Antonio Local 657, of which Juan Cornejo (one of the principal characters in the Crystal City story) is business agent. Several hundred *Mexicanos* are employed at this plant.

Others who call Crystal City home are migrant farm workers who follow the crops and actually are more at



CLEAN SWEEP: Urged on by Teamster Local 657 and the Political Association of Spanish-Speaking Organizations, these five Crystal City citizens swept a city government out of office which had been in power for 38 years. Left to right, the new city council men are Jose Mario Hernandez, Antonio Cardenas, Mayor Juan Cornejo, Reynaldo Mendoza, and Manual Maldonado.

HIS HONOR: Juan Cornejo, chosen by other members of the new city council to serve as mayor of Crystal City, is assistant business agent for Teamster Local 657, representing workers at the California Packing Company cannery in Crystal City.



home on their knees in the fields than they are anywhere else.

However, the permanent work force of *Mexicanos* at the cannery—plus Teamster representation at the cannery to prevent political discharge—encouraged PASO to launch its assault on Mexicano political inertia in Crystal City.

What followed was an assault on the Texas poll tax, because in Texas before you casts your vote, you pays your money.

Ray Shafer, President of San Antonio Local 657, led the charge. If your name was Gonzales, Pacheco, Martinez, or Garcia, chances were no one in your family had ever paid the \$1.75 for the voting privilege.

But Shafer is an energetic man who knew the apathy and ignorance could be overcome, and he had evidence the *Mexicano* was ready to become active politically.

PASO State Executive Secretary Albert Fuentes was optimistic. PASO top man, Albert Pena, a Bexar County Commissioner, expressed caution. "The *Mexicano* as a political force is



SPINACH CAPITAL: Teamsters and Political Association of Spanish-Speaking Organizations pumped political muscle into the heretofore inert Mexican vote. While Popeye reigned over city square, the Crystal City Mexicanos were reigning in City Hall following the April 2nd election.



CRYSTAL CITY

POPEYE
ERECTED
MARCH 26 1937
COURTESY
E C SEGAR

still a laggard in Texas because he is afraid he will lose his job if he steps out politically and he does not believe he has a chance to win." Pena declared.

Ray Shafer had reason to believe otherwise. When Local 657 staged its Jo Hoffa banquet January 27, 1962, in conjunction with DRIVE, the interest among the *Mexicanos* was unbelievable. Then and there Shafer determined that the *Mexicano* was as politically hep as anyone else, needing only an organization around which to rally.

Shafer knew something else, too. His work with the Mexicans in his local union had taught him the various ways in which they suffered discrimination. He knew that the Mexican shared the same cross as the Negro in America. Although there was no evidence of violence by *Anglos* against the Mexicans in Crystal City, race WAS a factor.

Streets were paved in the *Anglo* section of town. Auto tires plowed through pulverized dust in the streets where the Garcias and the Martinezes reside.

The local Lions club, according to an announcement in the local paper, planned to reorganize an all-White Boy Scout troop, thus keeping Crystal City boy scouts segregated.

The *Anglo* city council appointed the town marshal to enforce *Anglo* ordinances. The *Anglo* council appointed other patronage positions.

In the schools—17 *Latinos*, 89 *Anglos* teachers—the *Mexicanos* students hold most offices, win most honors, but all agree there is less

discrimination and race consciousness among the school children than among the adults.

Perhaps the *Mexicanos* vent more Latin passion over the "detachment" of *Mexicano* businessmen who have "made" the bottom rung of acceptability in Crystal City's social scheme. The feeling is that the *Mexicano* who owns a shop has forgotten his origin, tries to forget the Crystal City Latin quarter which Rep. Jake Johnson of San Antonio thinks "looks like a slum in Puerto Rico with a bunch of second-hand autos."

Shafer's drive on the poll tax was a tremendous success—1,193 *Mexicanos* with poll tax receipts, 542 *Anglos*—but with the drive over, a letdown set in and it appeared as if the original spark of enthusiasm was dead.

But in came Martin Garcia, a 23-year-old student from St. Mary's University in San Antonio. Garcia is a PASO district director.

A law student at St. Mary's when not politicking, Garcia breathed new life into the campaign with formation of a "Citizens Committee for Better Government."

He was immediately branded as "one of those outsiders stirring up trouble, and a damned Teamster to boot."

At a first meeting in February, 22 *Mexicanos* and a disenchanted *Anglo* showed up. All 23 were made directors of the committee. The committee's decisions:

"To run a full slate for the five-man city council which chooses a mayor from among itself and hires the city manager."

MAIN STREET: Crystal City, Texas, 110 miles southwest of San Antonio, 38 miles from the Mexican border in Rio Grande country, where Local 657 President Ray Shafer led a successful poll tax drive among Mexican citizens who turned out a record vote in the city election April 2nd.





VOTING LESSON: Learning how to mark a ballot, this Crystal City matron receives instruction in how to select candidates of her choice from the lengthy ballot in which 12 persons sought 5 spots on the city council. Giving instruction is Henry Munoz, Jr.



LOS CINCO CANDIDATOS: Two workers for the Mexicanos slate display copy of a sign which appeared all over Crystal City urging voters to vote a straight ticket for the five candidates.

Fifty were at a second meeting. An even 100 responded to the call of a sound truck for a third meeting. Ten candidates were recommended, and others who wanted to run were put on notice to show up at the next meeting.

At the fourth meeting candidates were announced:

Juan Cornejo, Teamster business agent.

Antonio Cardenas, a truck driver for an oil company.

Manuel Maldonado, clerk in the Economart Store downtown.

Mario Hernandez, a real estate salesman.

Reynaldo Mendoza, operator of a small photography shop.

Now the problems began. *Los Cinco Candidatos* went down to file their candidacies but the *Gringo* clerk had no forms. They typed their own although it took five hours. Then they had them notarized, and took a photographer to record their official filing. Those in the clerk's office had never seen the Mexicans so "arrogant."

Martin Garcia tells the next episode:

"They (the *Gringos*) cut us from three polling places to one. They weren't even going to have a secret ballot. They wanted us to vote under the eyes of the election judge.

"Only when the 'ins' were threatened with an injunction was this issue

resolved satisfactorily for the *Mexicanos*."

Next came the question of poll watchers. "We've never had any before—don't need any now." Again Moore went for the statute books. The incumbents agreed to poll watchers.

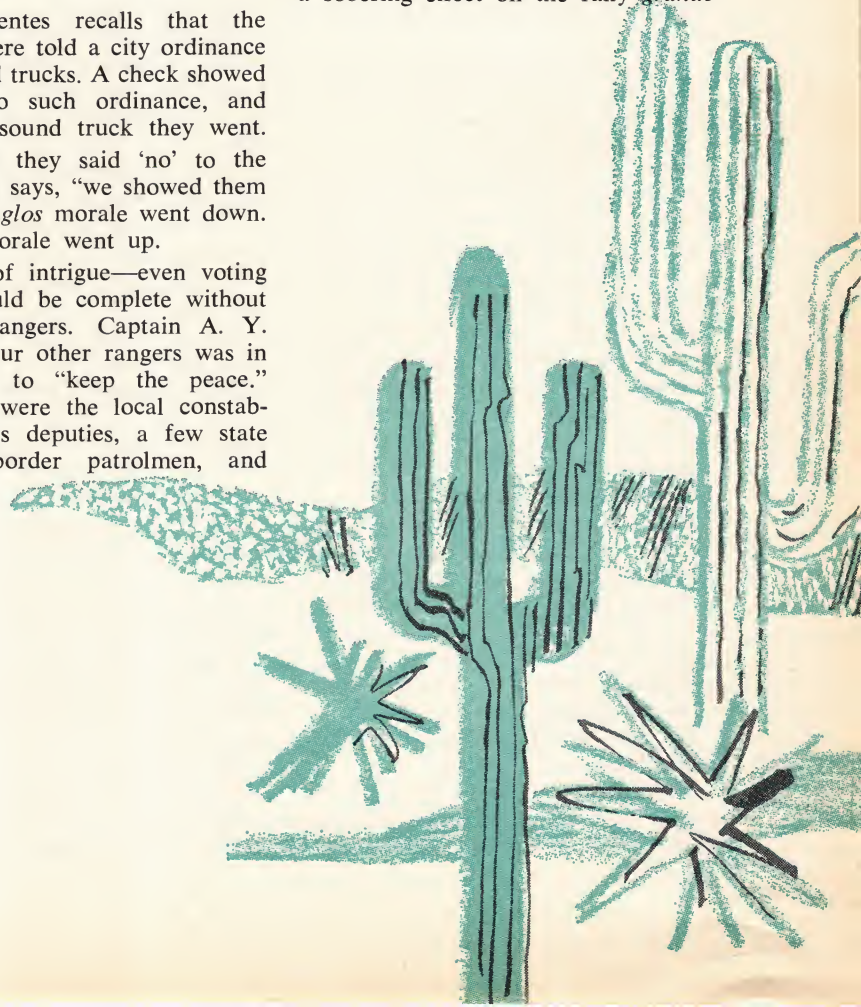
PASO Fuentes recalls that the *Mexicanos* were told a city ordinance forbade sound trucks. A check showed there was no such ordinance, and back to the sound truck they went.

"Everytime they said 'no' to the law," Fuentes says, "we showed them the law." *Anglos* morale went down. *Mexicanos* morale went up.

No story of intrigue—even voting intrigue—would be complete without the Texas Rangers. Captain A. Y. Allee with four other rangers was in Crystal City to "keep the peace." Helping out were the local constabulary, sheriff's deputies, a few state patrolmen, border patrolmen, and

rumor had it that two of J. Edgar Hoover's boys were in town.

Everyone agreed that the tall straight posture of Captain Allee, shaded by a large Stetson and given horizontal dimension parallel to the Texas horizon by a big cigar, had a sobering effect on the rally *grande*





TRANSPORTATION COMMITTEE: Charged with getting voters to the polls on election day, the committee is shown as it made last minute preparations which resulted in the largest voter turnout—97 per cent of the eligibles—in Crystal City history.



THE CANNERY: Entrance to California Packing Co., in Crystal City, where 300 members of Teamster Local 657 are employed. They made up the core around which Teamsters and PASO unleashed a tremendous political potential among Spanish-speaking citizens in the huge Texas southwest.

Election Eve at which 3,000 showed up.

While the 3,000 rallied, the incumbent council was huddled in an emergency meeting. The horse had gone, but the *Gringo* council was trying to close the door by approving a \$500,000 contract to pave streets in the Latin section of town.

Election day, *Anglos* resentment hit fever pitch. City Attorney Jay Taylor expressed the resentment:

"Certainly we're resentful of this union bunch coming in here and stirring up a bunch of rabble. We've never had any discrimination here," he said.

Then he discriminated by saying: "Our *better Mexican element* will not go along with this movement."

Said another farmer:

"Check the schools. I defy you to find discrimination. Isn't it true that Richard Gallegos of Crystal City holds the high school mile-run record in all classes? I'm proud of that boy. We are all proud of him."

Was Richard Gallegos a champion miler because of equality in his environment, or had he tried harder because he knew he had to excel to enjoy a measure of equality?

In face of all *Anglos* denials of discrimination stood one fact:

Like *Mexicanos* throughout the country, Crystal City *Mexicanos* have turned their ears from such phrases as "spic," "chile bean," "garlic eaters," and "grease ball." And none are phrases coined by *Mexicanos* in a conspiracy against a Texan Utopia of racial equality.

On the day of decision, the *Mexicanos* had long memories.

A Mexican has never been on the police force. It's a small force, the *Anglos* replies, but even so it's diffi-

cult to forget the difference in the way a drunk Mexican is hauled off to the tank and the way an inebriated *Anglos* is escorted home.

As the campaign came down to the wire memories improved:

Segregated swimming pool, open for *Anglos* one day, for *Latinos* the next, and disinfected after use by *Latinos*.

Fines of \$100 for *Mexicanos* for offenses that drew \$10 fines when committed by *Anglos*.

Denials of discrimination became hysterical election day. Said a Crystal City onion farmer:

"I don't know what the '*Meskins*' are so stirred up about. I always treated my '*Meskins*' all right." At that moment they were doing something about being "his" '*Meskins*.' They were exercising their right to vote and soon they would belong to no one in a political sense. They were fast becoming their own people.

Crystal City on election day has been described as like the last shopping day before Christmas as the *Mexicanos* made their way past the statue of Popeye, by the piercing eyes of five Texas Rangers, on their way to cast their votes.

Not until 5:40 in the afternoon did the long line of voters waiting to ballot begin to dwindle. Observers counted as many as 170 people in line at one time, and final figures showed 1,752 votes cast, or a turnout of 97% of Crystal City's eligible voters.

Captain Allee and his men were busy. They stopped people on the street. They asked questions. They gave advice. Cruisers patrolled the town, made sorties into the Mexican quarter, even to outlying fields where stoop labor worked on the spinach harvest. The Rangers saw how the

"get-out-the-vote committee" loaded trucks with workers, drove them to the city hall, and lengthened the voting line again.

Finally, the polls closed and a long day of waiting reached the crucial stage. With the *Anglo* judges counting, and the *Mexicanos* poll watchers watching, the tally began.

The result is now history. *Los Cinco Candidatos* had swept the incumbent *Gringos* out of office. It was a complete victory.

If there was pandemonium among the *Mexicanos*—and no other word describes it as well—it was a jubilant, happy, and innocent pandemonium which mocked the presence of lawmen. Ironically, Captain Allee and his Texas Rangers were helpless in the face of events the next two days.

Manuel Maldonado, a quiet fellow who campaigned the least, was fired from his job at Economart. The reason—he campaigned on election day instead of working.



The International Teamster

The following day Antonio Cardenas got startling news from his boss, Aubrey Davis of the Davis Vacuum Truck Service—his salary would be cut from \$77.44 to \$35 per week.

Maldonado and Cardenas were living proof that things will never be the same in Crystal City. But making examples of Maldonado and Cardenas did not obscure the facts:

1. Suddenly, the results from the ballot box emphasized for the Crystal City *Anglo* his minority status—and he didn't like it.

2. A slumbering giant may have been awakened in Texas where 800,000 of 1 million Texans living between San Antonio and the *Rio Grande* are *Mexicanos*. Throughout Texas, there are 2 million *Mexicanos*. It might well be they will be politically active next in Captain Allee's home town of Carrizo Springs.

3. *Mexicanos* in Texas have found their union an effective organization through which to solidify political effort, just as their boss channels his political effort through the U. S. Chamber of Commerce and the National Association of Manufacturers.

4. Crystal City *Mexicanos* now will name the city manager, the marshal and other city employees.

5. *Mexicanos* will now determine how tax money will be allocated.

6. The Texas press was confused. It tried to interpret the events in Crystal City but stumbled and fell over past loyalties, old prejudices.

Humble Man

His Honor Juan Cornejo put the situation into perspective. No, he is not an educated man. He has an eighth grade army diploma.

"But I know the ways of my people, something I could not have learned in college."

Mayor Cornejo is a humble man, and because he is not too proud to seek advice, impartial observers were betting he'd be a good administrator.

The Crystal City *Anglo* was full of Western tradition—a Westerner dies hard. He called for an investigation of the election. But Cornejo and his slate have been sworn.

As the emotion died down in Crystal City, a few die-hard snipers were still firing verbal volleys.

Screamed one woman on a city street:

"Next they'll be tearing down the statue of Popeye and erecting one of Jimmy Hoffa."

Reasoned a bystander:

"That's a damned good idea."

The Restraint of Jimmy Hoffa

The following editorial appeared in the Monday May 6, 1963 issue of the Wall Street Journal, and dispells the myth of a nationwide trucking strike by the Teamsters.

It was nice of Jimmy Hoffa to tell the House Merchant Marine Committee the other day that he has no intention of calling a nationwide trucking strike.

Of course Mr. Hoffa wasn't being so much thoughtful of the public welfare as he was of the practicalities. Such a strike, he explained, would be "unworkable." For one reason, he noted, there are other means of transportation, so while stalling all the trucks would play the devil with the country it wouldn't absolutely paralyze it. More importantly, a nationwide strike would not apply the kind of "competitive pressures" to the truckers necessary to get what Jimmy Hoffa wants.

What he has in mind instead, he explained, is to strike about half of the truckers in the principal cargo exchange cities, leaving the others free to operate. That way all the business would go to the lucky unstruck lines and the unlucky struck companies would be under intense pressure to settle for the Teamsters' terms.

Smart man, Mr. Hoffa. He understands the economies of his own business, which is running a labor union. He is also intelligent enough to restrain himself in the use of the power he actually has, a rare quality among powerful men. No wonder he has to date outwitted all his enemies.

We wonder now how many people will have the wit to understand the meaning of what he said. There'll be no nationwide strike, but all across the United States some trucks will move and some will stand silent, all at the sovereign nod of this one man. To the Congressmen who questioned him there was no doubt at what he could do, only relief that he was not going to do his worst.

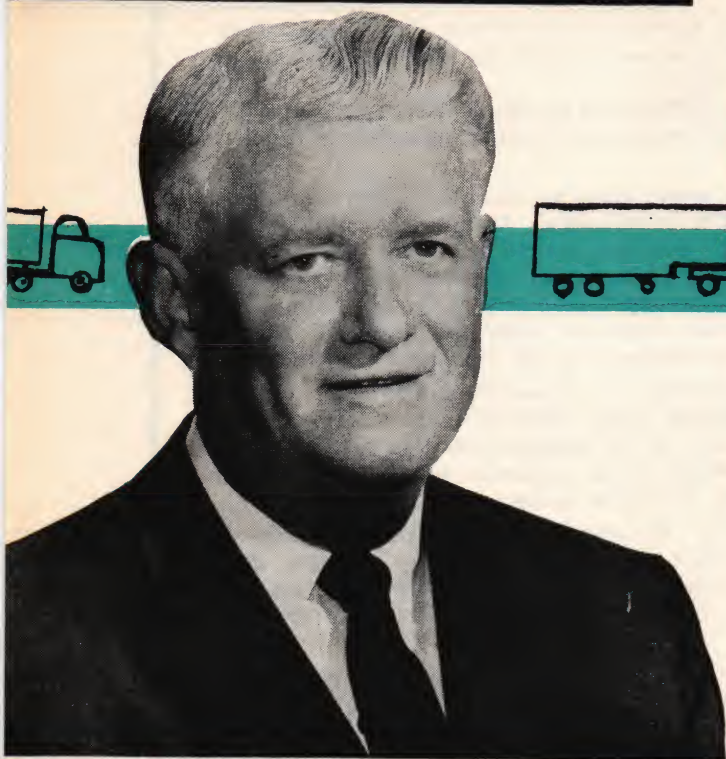
That's why the public shame is not the conduct of Jimmy Hoffa. Were it not he, it would be another. The shame is that we all have to be grateful that the sovereign of the moment is restrained with his nod.

Michigan's Driver of the Year



Adelard Bechard, a member of Teamster Local 299 in Detroit, is shown here holding the huge trophy he received after being named Michigan's Driver of the Year for 1962. Bechard was feted at an annual banquet sponsored by the Michigan Trucking Assn., in which the Michigan Conference of Teamsters and Teamsters Joint Council 43 participated. The Michigan Conference also awarded a \$100 bond to Bechard who has driven 1,300,000 miles in 40 years without a chargeable accident. Shown with Bechard are (left to right): Wm. Randolph, general superintendent of the J. L. Hudson Co.; Mrs. Bechard; Otto Wendel, Local 299 business representative; Bechard, and Jack L. McNamara, managing director, Michigan Trucking Assn.

MR. HIGHWAY



Randy Collier

California State Senate Aims at Gypsy Truckers

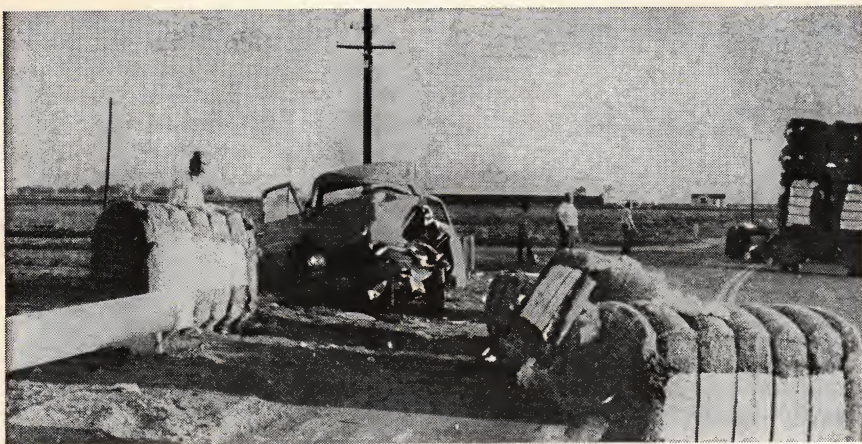
CALIFORNIA, land of the sweeping highways, has its "father of the free-ways."

He is Randy Collier, dean of the California state senate. Long known for progressive, effective leadership, he has sparked the Golden State to the world's best highway system.

A member of the California legislature since 1939, Collier has not rested on his transportation laurels. He currently is in the midst of a double-barreled legislative battle.

These log trucks failed to make it when an emergency relay valve failed to operate properly. One truck, loaded, had been disabled and a second truck with log trailer aboard was employed to tow the first vehicle down grade. The air from the first truck was hooked to the second vehicle. An emergency line ruptured on a mountain grade. The drivers lost control and both trucks went over the bank.





The passenger car shown in the center of this photo was demolished when cotton bales fell from a moving truck on a curve. The auto was moving in the opposite direction when struck by the bales.



This accident prompted California legislation. A runaway truck tractor, semi-trailer and trailer loaded with plywood was southbound on a down grade on U.S. Highway 99 when the brakes failed. The rig swung into the city of Dunsmuir, killed 1 person and injured 5 as it struck 9 other vehicles and 4 buildings.

One barrel is aimed at spewing \$60 million over cities and counties annually to improve local street and road conditions. The other barrel is aimed at the gray area of trucking operations.

It is the latter legislation particularly that has attracted the endorsement of Teamsters Union General President James R. Hoffa and trucking industry leaders.

Collier's proposals attack the ghost fleet of trucks that use phony lease or sale agreements to avoid the regulations and controls imposed on legitimate for-hire operators.

Safety, safety, and more safety has been concentrated in nearly every highway bill sponsored by Collier through the years as he pursued high-

way directional signs, reasonable and safe speed limits, and proper vehicle lighting.

The year 1957 recorded a good example of Collier's highway conscience. That was the year Californians were alarmed by a series of runaway trucks.

Collier's senate transportation committee staff—in cooperation with Teamster local unions, the Highway Patrol Department of Motor Vehicles, and industry—set up a complete truck checking station on U.S. Highway 99 near Dunsmuir in Collier's home Siskiyou county.

For nearly 2 days, every truck moving along this mainline was stopped and put through extensive tests of driver, equipment, load, and other factors. The result was passage

of many measures and further consideration of bills now pending and aimed at reducing highway hazards.

Collier believes in approaching safety before approaching the road. One of his plans calls for having prospective drivers studying in 6-week courses to learn not only how to drive but the rules of the road, equipment, maintenance, and safety.

Two years ago, he convinced the University of California's Institute of Traffic Engineering—which was founded primarily through his efforts—to conduct a pilot study leading to the development of a professional truck driver school. It was a huge success. Authorities anticipate that the program eventually will be adopted at all of California's state colleges.

Respect for Collier's transportation knowledge has spread far beyond the California boundary. In 1961, for example, he represented California at the 4th annual Road and Federation Conference in Madrid, Spain, and was one of the most active participants.

Collier is chairman of the Western Interstate Committee on Highway Policy Problems of the Council of State Governments which has successfully established reciprocity and proration of fees, drivers license and vehicle equipment safety compacts, and solved other interstate highway problems.

The title of "father of the freeways" actually was conferred on Collier at a testimonial banquet in 1952 as state leaders praised him for his years of service in the field of transportation.

In 1947, he co-authored the Collier-Burns Act which is the basis of most California highway legislation that has since been enacted. He helped establish the California Highway System and the California Freeway and Expressway System.

At other times, Collier's senate transportation committee has handled problems involving rapid transit, bridges, the highway patrol, the motor vehicle department, and even aviation.

Safer highways have not been Collier's only concern. He was the first legislator in the nation to seek remedies for the problems of job loss through automation. He has introduced a California medicare proposal.

California Teamsters, in short, have found themselves in complete agreement with an organization of press photographers that noted in 1959: "Senator Collier is . . . responsible for a host of progressive measures that have made California a better place for ourselves and our children to work and live."

Federal Congress to Probe 'Right-to-Work' Sanction

THERE is a move underway in both houses of Congress to repeal Section 14(b) of the Taft-Hartley Act, that part of the National Labor Relations Act which sanctions the so-called state "right-to-work" laws.

In addition, at least one suffering state has become tired of its economy's slow strangulation under an RTW law and is making signs to throw off the shackles. This is happening in Kansas.

New Jersey Democrat Harrison Williams introduced the first bill in the Senate to repeal Section 14(b). A week later, Maryland Democrat Carlton R. Sickles introduced a similar proposal in the House of Representatives.

Both legislators made stirring appeals for acceptance of their bills.

In a speech at Rutgers University, Sen. Williams noted that even though 20 states have enacted RTW laws, the principle is a misnomer aimed at the destruction of institutions established for "peaceful, constructive labor-management relations."

Williams said it was inconsistent for Congress to favor union security on a national level and yet allow a few states to pass laws outlawing union security for the benefit of collective bargaining free riders. He said:

"If the 'right-to-work' advocates are really sincere about preserving occupational choice—which I doubt—they should rally around the fair employment practices idea. I have never heard the 'right-to-work' advocates support this concept.

"I suggest, therefore, that either they are blind to some of the realities of our occupation life, such as denying a man a job because of his color, or they are exploiting noble clichés about freedom to cripple unions and collective bargaining."

Sen. Williams continued:

"My basic argument for repealing 'right-to-work' laws is based on the nature of the community called the 'bargaining unit.' It is not based on misleading specious talk about the right to join or not to join a union.

"Under the majority rule principle of our national labor policy, a union has the affirmative, enforceable duty to represent all employees. Thus, the union member, the non-union em-

ployee, or the anti-union employee are given equal treatment and receive the same benefits."

The New Jersey Senator emphasized the value of the majority rule, noting that it was present at the founding of the nation, and that it is a cherished standard of democratic responsibility. He said RTW laws undermine that basic tenet of democracy.

Co-sponsors of Williams' measure, S. 1334, were: Democrats Hubert Humphrey of Minnesota, Wayne Morse of Oregon, Joseph Clark of Pennsylvania, Clair Engle of California, Philip Hart and Pat McNamara of Michigan.

When Rep. Sickles introduced H. R. 5846 in the House—the companion measure to Williams, Senate bill—he noted that the restrictive RTW laws enacted under Section 14(b) exist primarily in non-industrial states with the exception of Indiana. He said:

"The practical effect of the so-called 'right-to-work' laws is to pit state against state in a ruthless battle to lure industry by virtue of restrictive state legislation.

"For the most part, states which have adopted regressive laws to attract industry have done their citizens no favor. An employer with so little civic responsibility that he will abandon a community on the hope of paying lower wages and no taxes elsewhere is a questionable asset to the community to which he moves. When the 'gifts' run out in this new area, so does the employer."

Sickles pointed out that history has shown the overwhelming number of workers desire union shop clauses as permitted under the Taft-Hartley law.

He reminded his House colleagues that repeal of Section 14(b) was a plank in the 1960 Democratic platform adopted in Los Angeles. He said, "Enactment of my bill would make this pledge a reality."

While Sickles did not specify any particular state in his remarks, he might have been talking about Kansas. RTW was enacted there in 1958. Its supporters had promised that it would lure new industry to the state. Yet five years later, the Hutchinson (Kan.) News complained editorially, "It hasn't worked out that way."

In response to state-wide dissatis-

faction, the House Labor Committee of the Kansas legislature has now approved a measure to resubmit the RTW law to voters at a statewide referendum. The proposal must still hurdle another committee, however, before it can come before the legislature for a vote.

Legislative demand for repeal of the Kansas RTW law was prompted by mounting official evidence that the statute had stifled the state's industrial expansion and throttled its overall economy.

Kansas Gov. Anderson, in his annual economic report, told lawmakers that the state had not expanded industrially and, in fact, had suffered heavy loss of industrial jobs since enactment of the law in 1958. The actual figure was an average net loss of nearly 5,000 industrial jobs for the 3-year period ending in 1960.

While Kansas was declining in total industrial employment, its non-RTW sister state of Colorado was increasing its total of manufacturing jobs by 98 per cent during the same period.

Only time will tell how many other states will learn, as the Wichita (Kan.) *Eagle* observed recently, that the RTW law "has not proved to be the 'open sesame' for industrial growth."

Meanwhile, the new proposals to repeal Section 14(b) could solve the problems of all the misled states that have enacted RTW laws if the Democratic platform pledge comes true in this session of Congress.

Louisiana Ace



William C. Cunningham, a member of Teamster Local 270 in New Orleans, has been named Louisiana's Driver of the Year for 1962. Cunningham has driven a half-million miles in the past 10 years without a chargeable accident. He won the 3-axle class championship of the Louisiana State Roadeo in both 1961 and 1962.

TEAMSTER HOCKEY TEAM REPEATS CHAMPIONSHIP

THE 1962 National Bantam Hockey champions, sponsored by Teamster Local 247 in Detroit, Mich., won the 1963 title in April by sweeping a 3-game round robin tournament at Detroit's Cobo Arena.

Composed of boys between the ages of 12 and 14, the Teamster bantams duplicated their 1962 effort as they first won the Michigan state title to gain the national playoff.

They clinched the national crown with a final 6-to-4 win over the Duluth, Minn., bantams. Earlier they defeated Belmont, Mass., 4-to-3, in an overtime contest, and Syracuse, N.Y., 9-to-1.

This is the seventh year that Local 247 has sponsored the bantam team, according to George Strandloff, secretary-treasurer of the local union. Speaking of the champs, he said: "We are extremely proud of these youngsters and their achievements."



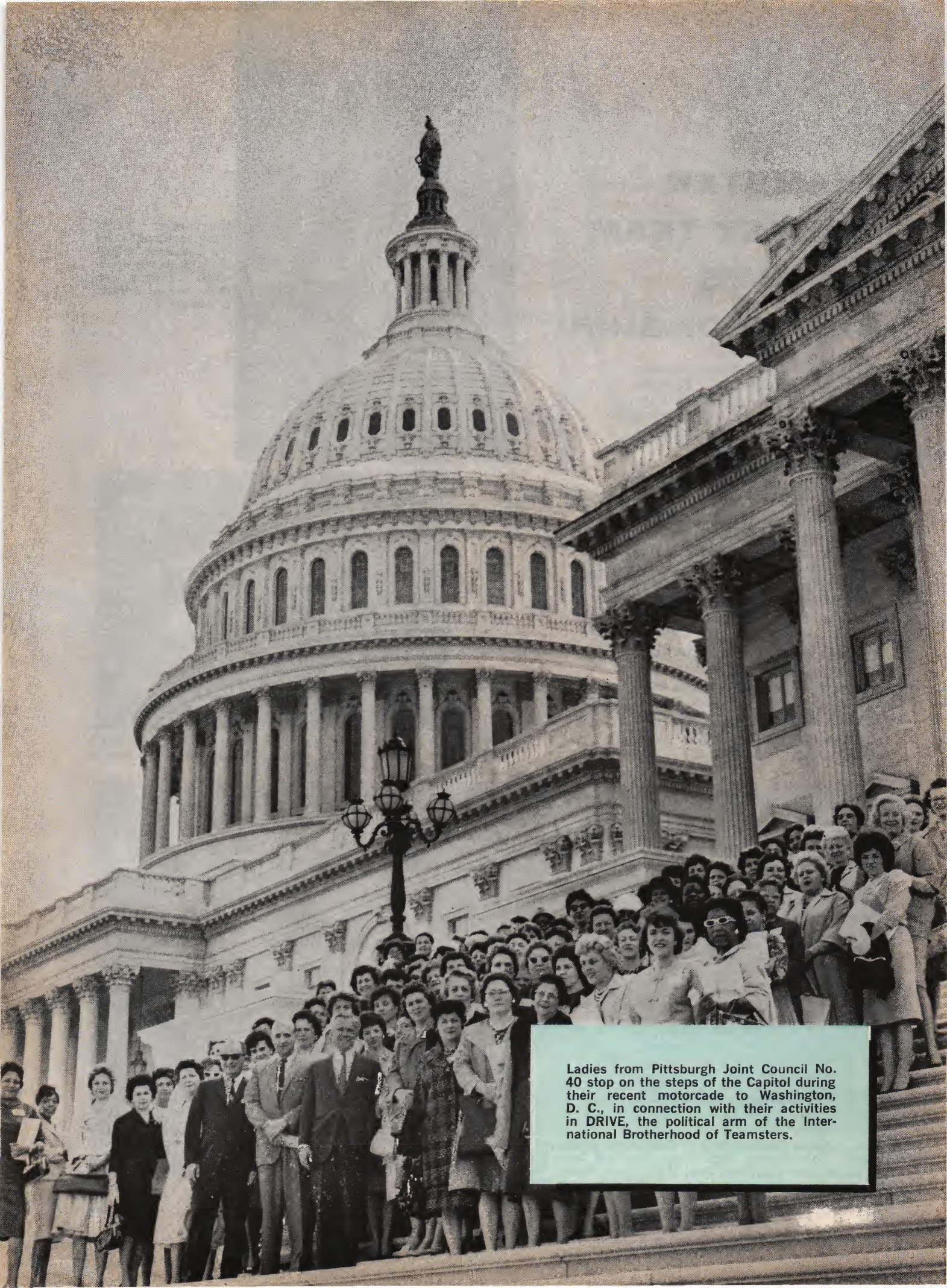
Encouraging words from teammates on the sidelines helped the Teamster-sponsored bantams win their crown without a defeat.



Victory celebration in the dressing room saw the 1963 bantam hockey champs enjoy soda pop from the trophy bowl held by Coach Pete McGonigal.



The National Bantam Hockey Champions sponsored by Teamster Local 247 in Detroit (left to right): Front row—Daryl Gorzki, Tom Chaney, Herb Price, Jim Kish, John List, Bob Sage, Team Captain Dennis Cox, John Lansky; Back row—Manager Don Frushour, Dave Wahl, Mark Kesler, Bob Pieti, Joe Pepoy, Doug Demakes, Denny Carol, Mike Eves, Bill Anderson, Mascot Rene Lansky, and Coach Pete McGonigal.



Ladies from Pittsburgh Joint Council No. 40 stop on the steps of the Capitol during their recent motorcade to Washington, D. C., in connection with their activities in DRIVE, the political arm of the International Brotherhood of Teamsters.

DRIVE Motorcades Are "Grass Roots" Movement

A grass roots movement to Washington, D. C., is causing a stir in the nation's capital in such heretofore sacrosanct private enterprises as the office of John McClellan, the anti-labor senator from Arkansas.

It is in the form of the first three motorcades to Washington sponsored by DRIVE in which ladies from Joint Councils 41, 40, and 92 have given real meaning to the International Brotherhood of Teamsters legislative program.

Teamster President James R. Hoffa has called the motorcades one of the most important contributions any one could make "to our great international union."

Communications

The motorcade is part of an overall program which will establish a line of communications between the Teamster wives and their congressional delegations; it gives the ladies a chance to question their congressmen and senators and put them on record on the various issues which concern job security and union security; it gives the ladies the background to return to their communities and discuss what they heard and saw with their neighbors and Teamsters wives in their area at coffees.

It establishes a working knowledge of how to instigate letter writing campaigns and visitations with their congressional delegations when those delegations are home for recesses and during election campaigns. The mo-



Faye Presser, wife of Cleveland Joint Council President William Presser, talks to a luncheon meeting for the motorcade delegation from Ohio.

torcade is the basis for ward politics in which the ladies will engage when their Ladies DRIVE Auxiliary program is fully implemented back at the grass roots level.

The delegation from Arkansas caused quite a stir in the senate office building when the ladies descended upon the office of Senator McClellan.

Overheard was the comment of one Capitol Hill secretary who declared with surprise when she heard the ladies were Teamster wives:

"Up until now entrance to that office was reserved for the National Association of Manufacturers and the U.S. Chamber of Commerce. Times change. I must be getting old."

For the ladies, the working trips to the nation's capital have been a rewarding experience. Many are seeing government at work for the first time.

"I had no idea that this is what politics really is," commented one Cleveland, Ohio, Teamster housewife after a disappointing session with Congressman William E. Minshall, of Ohio.

Said her companion: "He didn't seem to care what we thought."

It was this and similar comments which these housewives would be exchanging over the back fence, in the supermarkets, and at their club meetings back home where grass roots action has unseated many an unreceptive politician.

The most rewarding part of the Washington visits, perhaps, came at a banquet meeting when Senator Wayne Morse, the senatorial giant from Oregon, told the group:

"When you get right down to it, it is people like yourselves, not the politicians, who have the final say so."

Elected Servants

Morse advised that "if only every citizen would exercise his rights the way you ladies are doing now, this would be a better country in which to live. Remember that these politicians in Washington are nothing more than your elected servants. You put them here and you can take them away. Don't let them forget that for a minute."

One of the most interesting sessions was that the ladies from Arkansas had

It was a strange day in the life of Senator John McClellan, anti-labor senator from Arkansas, when ladies from Arkansas DRIVE went to discuss legislation promoting the security of their husbands jobs and security of the union. McClellan hangs his head.

On the banquet circuit, Senator Young addresses the ladies from Cleveland Joint Council No. 41, during their motorcade to the nation's capital. Before the summer is over, DRIVE estimates that more than 1,000 wives of Teamster members will visit their legislators in Washington, D. C.





International Vice President Harry Tevis, of Pittsburgh addresses a banquet session of the Pennsylvania DRIVE motorcade. Seated (left to right) Congressman Fulton; Sid Zagri, DRIVE director; Congressman Moorehead; Mrs. Zagri.



DRIVE Director Sidney Zagri presents a flag to H. L. McDaniels, Oklahoma City local BA, who led the Oklahoma Motorcade delegation to Washington, D. C.

with Senator McClellan. The discussion was heated at times, and the record of the minutes of the meeting were impounded by the senator before release to the public so that he could "go over them."

As the Arkansas-Oklahoma delegation boarded their busses for the return trip back home and implementation of political action on the local level, other DRIVE motorcade busses

were making their way to Washington, D. C.

Early in May, 40 ladies from Minnesota DRIVE began their Washington, D. C. business. Next to come would be 80 ladies from Joint Council 39, Milwaukee, Wisconsin.

Illinois Joint Council 65 was sending 40 ladies, 80 ladies were scheduled to arrive from Tennessee Joint Coun-

cil 87. St. Louis Joint Council No. 13 and Local 795 were set to arrive in June, as was Local Union 398.

It was a continuing thing, well organized, and promising politicians that it was a permanent thing—a political action group dedicated to protecting union security and Teamster jobs, dedicated to lobbying for broad social legislation which would help all Americans.

Odell Smith, President Joint Council 92, addresses a banquet session of the Arkansas delegation. At Smith's left is Mrs. James R. Hoffa, known to DRIVE gatherings as 'Jo,' and First Lady of the Teamsters.



Senator J. Howard Edmondson addresses a banquet session of the Oklahoma delegation, after the Sooners had spent a busy day on Capitol Hill in a grass roots expression of Teamster position on pending legislation.



Trucking Executive Warns Of Rails Competitive Ends

A spokesman for the nation's tank truck industry today told the Congress that enactment of current deregulation proposals would leave the railroads free to establish rates below cost for the sole purpose of driving out competition.

C. Austin Sutherland, managing director of the National Tank Truck Carriers, Inc., a conference of the American Trucking Associations, testified before a House Interstate and Foreign Commerce Committee hearing in opposition to a bill (H.R. 4700) which would remove the Interstate Commerce Commission's power to regulate minimum rates on the movement of bulk and agricultural commodities.

He noted that the proposed legislation would "deregulate 100 percent of the traffic" for which railroads compete with tank trucks.

"You may be sure that as soon as any railroad succeeded in killing off and burying its competition it would not, nor in fact could not, continue to maintain its rates at a predatory level," Mr. Sutherland told the Committee.

Profit Motive

"With competition killed off," he declared, "any railroad imbued with the profit motive would seek, in the interest of profits, to restore the rates to something near a maximum reasonable level. You may be sure that any such level would be far above that which the railroads would maintain with competition, and regulatory laws as they exist today."

If the Interstate Commerce Commission is denied its right to regulate minimum rates, he continued, "it is my firm conviction that the tank truck carrier could stay in business only long enough to cannibalize his equipment."

The death of the nation's tank truck industry would have a costly effect, he said, not only on the users of gasoline and petroleum products but on a list of more than 700 products ranging from orange juice to the exotic fuels which power the nation's defense and space missiles.

In answering railroad arguments that regulation is no longer needed because the day of the rail monopoly is over, Mr. Sutherland said:

"This kind of reasoning overlooks

the fact that we have no monopoly because there is regulation. It's like a man having his store robbed, so he puts in a burglar alarm; the robberies stop, so he takes out the burglar alarm."

Warehouse Complex to Become Western Distribution Center

Master warehousing on a scale never before known will come true June 1, 1963.

That's the date on which the government will turn over the bulk of the gigantic Clearfield Naval Supply Depot north of Salt Lake City to its new owners.

California businessman Russell W. Schumacher and his son, Kern, bought the major portion of the surplus storage center at a General Services Administration auction in March.

They bid \$5,752,877 for 7 of the 10 parcels of the World War II distribution base. The Navy will retain a few warehouses in one section, while the heating plant and an open

Mr. Sutherland said that his industry was more than willing to compete with the railroads on a "cost versus cost basis, efficiency versus efficiency basis, or value of service versus value of service basis."

However, he said, he is at a loss to see "how the various transportation agencies can remain solvent, or at least within their out-of-pocket costs, unless there is regulation of their minimum rates."

storage area are being auctioned off separately.

Transfer of the property to the Schumachers will be concluded June 1.

They announced plans for a "freeport" center to serve a 13-state area of the Western United States, planning to offer manufacturers a storage center for shipment of their products.

To be known as the Freeport Distribution Industrial Center, the Schumachers said most of the facilities will be maintained.

In addition to 45 major warehouse buildings covering 3 acres each which the Californians purchased, they also got 38 miles of railroad track and a roundhouse, cafeterias, a post office, a fire station, 7 homes, a 9-hole golf course, and other installations.

Happy Grandparents



The happy grandparents are Teamster General President and Mrs. James R. Hoffa. The proud mother is Josephine Crancer, daughter of Jimmy and Jo and wife of Dallas Steel Executive Robert Crancer. The new grandchild is Barbara Josephine Crancer, born April 15, in St. Lukes Hospital, St. Louis. —St. Louis Post Dispatch photo.



FOR YOUR INFORMATION

. BOEING AIRCRAFT Negotiator Lowell Mickelwait has revealed the true intent of those who fight union shop agreements—and sponsor 'right-to-work' movements—in a statement made during negotiations with the Machinists Union. Said Mickelwait, under the union shop the Machinists could concentrate on negotiations "instead of dissipating some of its energies signing up workers and keeping them signed up."

At a recent press conference, Mickelwait admitted a union shop would make the union more difficult to bargain with, which is another way of saying open shop is management's way of keeping wages depressed.

. UNDER the Senate version of the Mass Transit Act, because of an amendment by Senator Wayne Morse, no employee of any state or local body will lose existing collective bargaining rights through the purchase of mass transit by such bodies. Also in the event of a layoff or downgrading of employees as a result of any project under the Mass Transit Act, employees will receive basic job protection benefits equal to those prevailing in the area.

Who voted against the amendment? Senator John McClellan, that self-styled protector of the rights of the working man. Also, Senators Tower of Texas, Lausche of Ohio, Thurmond of S.C., and Talmadge of Georgia, all co-sponsors of McClellan's bill to place labor unions under anti-trust laws.

. THERE are more than 24 million woman workers in the United States. This means that 36 per cent of the 66½ million women of working age in the U.S. have a paid job.

Women are reported in all of the 479 individual occupations listed in the 1960 census. However, over half of the women employed in 1960 were concentrated in 25 occupations. At the top of the occupation list for women were 1,423,352 secretaries, and 1,397,364 retail saleswomen.

. THE ALARMING RISE of censorship in the U.S. in newspapers, on the campus, and in the libraries—has been discredited and abhorred by Justice William O. Douglas of the U.S. Supreme Court. ". . . the degeneration of the press has left many areas largely devoid of insight into the forces loose in the world. The power of the government becomes more and more awesome and the capability of the individual to stand his own against it becomes more and more dubious. . . The power of bureaucracy is crushing. Only an expert can find his way. One not flanked by lawyers has little chance of enjoying his rights," Douglas declared at a meeting of the American Civil Liberties Clearing House in Washington, D.C. recently.

Of news management, Douglas blasted those who seek to classify information as secret "because disclosure would expose the agency to criticism."

. AN ESTIMATED \$7 million was spent by the American Medical Association to defeat the medicare proposal last year. That's the estimate of the National Council of Senior Citizens. Of the total sum, about a quarter-million was spent to defeat medicare supporters in last fall's congressional elections. The public relations budget of the AMA came to \$1.3 million. The rest of the money was disbursed by state and local medical societies for advertising and other propaganda expenses.

WHAT'S NEW?

Teamster Invents Featherride Device



Joe Grizzle of Local 600, St. Louis, displays his "Featherride". Joe, like every other road driver, became irritated over the seat "backslap", and decided to do something about it. He set to work to devise a device that can be installed on any bucket type seat. The result was a relatively simple unit but drivers who have tried it claim it smooths out the highway remarkably—"like nothing since the pneumatic tire." Plans for manufacturing and marketing the Featherride are under way and members are urged to watch for it.

Automatic Mixing Of Cement Formula

Now available is a cement formula mixing system for transit-mix operations which provides automatic batching of any number of ingredients as required. This electro-mechanical system is designed to save smaller fleets the cost of a fully electronic batching system. Operating on a small electronic photo cell, round aluminum cards are punched with a hand punch to fit any formula desired. These cards are easily inserted into the sys-

tem for automatic selection and mixing of desired ingredients.

Tubeless Tire-Valve Holding Clip

A newly-introduced holding clip prevents the valve stem from dropping into the tire in case of a flat. There are no tools required to install the clip which is just pushed into place and fits all types of tires. Available in three models, one is specially designed for close wheel and drum clearance to permit installation without removing the tire rim.

Cooling Device For Hydraulic Fluid

Heat in automatic transmissions and torque converters of both mobile and stationary equipment can be controlled with application of a hydraulic fluid cooling device manufactured in California. Hot oil is pumped

WHAT'S NEW endeavors to keep our readers informed of late developments in fields in which they are interested. Since it is the policy of THE INTERNATIONAL TEAMSTER not to advertise any product, trade names and manufacturers are omitted. Interested readers can obtain names of manufacturers by writing THE INTERNATIONAL TEAMSTER, 810 Rhode Island Ave., N. E., Washington 18, D. C.

A report on new products and processes on this page in no way constitutes an endorsement or recommendation. All performance claims are based on statements by the manufacturer.

directly from the transmission to the unit where special inner fins permit a maximum amount of heat transfer from within the cooler to its aluminum outer fins. Installed in front of the automotive radiator, the new auxiliary oil-to-air heat exchanger also reduces the heat load on the engine cooling system.

Shock Absorbers for Off-Highway Haulers



Handling a 60,000 pound payload on terrain such as this can be extremely fatiguing to the driver unless he is protected from vibration and jarring by a specially designed seat. In the left corner is a new suspension seat installation which has a 90,000 pound capacity.

In C.O.E. trucks, the driver is positioned high over the front axle where he is a direct target for vibration and road shock. With this new unit, the moment the trucks hits a stretch of extra-rough road, the shock absorber "automatically" kicks in—dampening heavy shocks and preventing topping and bottoming of the seat. On re-

turning to normal driving conditions, the driver manually disengages the shock absorber by using his heel.

It has been demonstrated that to gain maximum isolation from shakes and bumps, the seat suspension must be adjustable to the driver's weight. This design adjusts to the driver's exact weight—from 130 to 275 pounds. The suspension has a vertical adjustment, up or down, of 3 1/4 inches; 4-inch fore and aft adjustments, and a back cushion adjustment in three positions.

The seat cushion is polyurethane foam covered with replaceable vinyl.



LAUGH LOAD

Special Treatment

The reverend gentleman was a sound but not very brilliant pulpiteer whose troubles were somewhat lightened by his indulgence in frequent exchanges of merry persiflage with his friend, a doctor. One day he inquired about one of the doctor's patients, a mutual friend.

"In his present condition," the medico dourly reported, "he needs your help more than mine."

"My goodness!" the clergyman replied. "Is it as bad as that?"

"Yes," said the doctor, still exceedingly sober; "he is suffering from insomnia!"

Ossified

A local business executive told us: "I rate brains two to one over beauty in hiring a private secretary." (A man that old should retire.)

Who Cares?

Now they're working on a new cigarette which has a filter with a tranquilizer in it. You still get lung cancer but you don't care!

Subtle Art

It takes a lot of practice for a girl to be able to kiss like an amateur.

Bad Medicine

It seems a pretty young nursing student and her doctor fiance had just broken their engagement. The nurse was telling her girl friend about it.

"Do you mean to say," exclaimed her friend, wide-eyed, "he actually asked you to give back all his presents?"

"Not only that," sniffed the young Florence Nightingale, "he just sent me a bill for 36 visits!"

Non-Professional

During a civil trial, an adverse witness preceded each answer with "I think . . ."

The distraught lawyer demanded for the third time that the witness tell the court and jury "what you know, and not what you think."

The witness quietly replied. "I'm not a lawyer; I can't talk without thinking."

Lame Duck

This is one of the oldest jokes in the world.

It was brought back from China by Marco Polo to Italy. From Italy the gag crossed the Atlantic and an American version emerged with a turkey. The original goes like this.

A European in China ordered roast duck for dinner. The cook brought it in, but one leg was missing. The visitor questioned the Chinese about this, suspecting the cook had hacked off the leg for himself.

"Nonsense," said the cook. "All ducks in China have one leg."

"I'll have to see that," said the visitor. So the cook took him to the backyard where the duck flock was having its evening nap, each with one leg doubled up out of sight under its feathers. "See," said the cook, "all got one leg."

The European caught on that he had been had, and he let out a yell of appreciation. The ducks woke up and let down their other legs. "There you are!" said the foreigner. "They really have two legs." He thought this would embarrass the cook but, undisturbed, the Chinese replied:

"Of course, and if you had just yelled at dinner when I served you the duck, the other leg would have come down, too."

Just Wonderin'

A fellow who was doing the marketing for the household after paying for an order of calves brains, sarcastically asked the butcher: "Are you sure these are calves brains?"

The butcher replied: "Of course, what kind of brains did you think they were?"

The customer came back: "At the price you're charging, I thought they were Einstein's."

Family Affair

A junior executive we know came home to find his young son sitting on the curb outside the house, a brooding expression on his face.

"What's the matter, Joey?" he asked.

"Aw," said the boy bitterly, "I just had a big fight with your wife."

Squeeze

"It's our own fault," muttered the man to his wife. "If we'd saved our money during the recession we could afford to live through this prosperity."

Thorough Job

You go to a psychiatrist when you're slightly cracked and keep going until you're completely broke.

Bee-Mused

Hey! Didja hear about the girl whose mother told her so much about the birds and bees that she had a terrible time getting interested in men?

Prefabricated

A tourist in the Far West complained to the hotel proprietor about the dirty roller towel in the men's washroom.

"I thought," he snapped, "that roller towels were outlawed in this state many years ago!"

"That there towel," answered the hotel keeper indignantly, "was put up long before that law was passed!"

Modern Version

Hi Diddle Dumpling,

My son John

Went to bed with his stockings on;

One shoe off and one shoe on,

Boy, was he plastered!

A Political Education

A grammar school class was brushing up on its reading by scanning the newspapers. One 11-year-old read a story of a political convention, then looked up to ask the teacher: "What does it mean when it says that Mr. Smith attended the convention in the big city as a delegate-at-large?" Answered the teacher: "It means he didn't take Mrs. Smith."

FIFTY YEARS AGO

in Our Magazine



(From the May 1913 issue of *The Teamster*)

Executive Board Meets

THE minutes of the General Executive Board meeting held at headquarters in Indianapolis, Indiana, were carried in this issue. The board took up a wide range of topics but most of their time was spent settling matters involving various local unions. The meeting was chaired by President Tobin and all the board members were present with the exception of Seventh Vice-President Fred W. Humphrey of St. Louis. He was present on the second day of meetings.

General Auditor Briggs called the boards attention to the practice of some team owners displaying "so-called union tags and signs on the harness and wagons" of their vehicles.

The meetings went on morning and afternoon for five days during the second week of April, 1913.

The Union Meeting

During his years in office, President Tobin never missed an opportunity to serve a well-aimed verbal slap in the pants to an individual or a local union when he thought they were out of line. This took much the form of a stern but loving father applying the old strap to his son's derriere, "for his own good."

In his editorial column, Tobin laid down some frank rules how individuals

should conduct themselves at local union meetings.

"Members attending a meeting of a local union or a joint council should not be allowed to use profane language or insulting remarks against any individual attending a meeting.

"All members attending meetings should show the utmost respect to the chairman and obey the authority and rulings of the chairman, and if, in the opinion of the member the ruling is unjust, an appeal can be made from the decision of the chair, but this must be done in an orderly and gentlemanly manner.

"The day of rough individuals and strong-arm men attending our meetings is passed and we want no connection with such individuals. Our members must first of all, remember that they are men and that the local union is an institution just as sacred to them as their lives, and rough characters must not be allowed to enter therein," Tobin concluded.

Labor's Forgotten Ally

A member from Milk Wagon Drivers' Local 753 wrote a letter to the International explaining a novel way in which they got their members to attend local union meetings. We might suggest some of our locals give it a try if they haven't already.

The letter, printed on page 15 of the May, 1913 issue of our Journal, told how this particular local held an open meeting inviting members to bring their wives, mothers or sweethearts to the meeting. A speaker was obtained who had an appeal to the women in attendance. Here is how the writer explained the reason behind the idea of inviting women to open meetings.

"What a great asset it would be to the labor movement if we could only get the women interested.

"They are the ones who spend most of the salary, which in my opinion, is as it should be, for in most instances they make it go much further than a man, and if we could only get them to demand the label and the button how much it would mean to us. And if we could only induce the women to come to our meetings and see for them-

selves that labor unions are not run as they are often pictured. Think what it would mean to us if we could double our force by simply opening the doors of our meeting to the women.

"You boys in other parts of the country try it. Have some speaker for the evening who can give your women an insight into what you are trying to do. And you will see how quickly they will become interested. And they will have more respect for your union.

"We expect in the near future to have another open meeting and when we do we want you wives of the Milk Wagon Drivers to say, 'Hubby, I am going to the meeting with you tonight.' And if you have little ones bring them. They are the future fathers and mothers of the movement and had just as well get started now to attending meetings," the writer concluded.

This letter shows that some of our locals early recognized the adage "never under-estimated the power of a woman." And even today we have enlisted the help of wives of members to aid us in promoting unionism and gaining worthy legislative goals. Witness, for example, the fine job that our women members are doing in the current DRIVE movement.

Organized labor, buffeted on all sides by its foes in and out of government, can use all the help it can get. And what better place to turn than to the women folk.



10 WORDS CAN PUT YOU IN THIS PICTURE!



You can use up to 100 words on WHY DRIVE IS IMPORTANT TO ME in DRIVE's Win-a-Week-in-Washington contest, but ten or even less might make you a winner in your Joint Council.

The winning slogan or statement in each Joint Council will be rewarded with a wonderful week in Washington for two. Prize-winning couples will visit Teamsters Union headquarters, meet their Congressmen and other dignitaries, see world-famous land-

marks and historic sites, dine in renowned capital restaurants.

And, through it all, they'll get Very-Important-Person treatment.

Time is running short. You must get your entry into your Joint Council office before June 1.

Think it over... WHY DRIVE IS IMPORTANT TO ME. Then jot down a few words. It's not a writing contest. Judging will be on originality, ideas, sincerity.

**SEE YOUR SHOP STEWARD, LOCAL UNION REPRESENTATIVE OR
MAIL YOUR ENTRY TO YOUR LOCAL UNION TODAY!**

Remember: **DEADLINE IS JUNE 1.**